

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.
Barometer 30.28

(ESTABLISHED 1881.)

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December 10th, 1912, Temperature a.m. 60; p.m. 67; Humidity...72, 53.

December 10th, 1911, Temperature a.m. 62, p.m. 63; Humidity...67, 64.

No. 8986

歲三初月一十年子壬

WEDNESDAY, DECEMBER 11, 1912.

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TELEGRAMS.

THE WAR.

TURKS DOUBT ARMISTICE.

Reuter's
[Service to the "Telegraph."]
London, December 10.

A message from Constantinople states that the Ottoman delegation is disbelieving that an armistice has been arranged, and fighting has been resumed at Tarabosch, the Turkish sorties being repulsed. The Montenegrins threaten to exclude Soutari from the armistice.

TURKISH PEACE DELEGATES.

A message from Constantinople states that the Ottoman delegation to the Peace Conference at London consists of Salih Pasha, Rehid Bey, the Ministers of Marine and Agriculture, and Osman Nizam Pasha, Minister at Berlin.

THE TRIPLE ALLIANCE.

Reuter's correspondent at Berlin wires that the inspired "Kölnische Zeitung" in an article about the renewal of the Triple Alliance, admits that the object of the Allies in publishing the announcement at the present juncture was the desire to give the world prior to the London Conference unmistakable proof of their complete accord.

AMBASSADORS TO MEET.

In the House of Commons, Sir Edward Grey announced that the Powers had cordially approved of the suggestion that the Ambassadors in one of the capitals in Europe should engage in formal non-committal consultations in order to facilitate the exchange of views between the Powers. "It will not be a Conference," added Sir Edward, "and I cannot give details at present."

AUSTRIAN AFFAIRS.

MILITARY RESIGNATIONS.

London, December 10.

Reuter's correspondent at Vienna telegraphs that General Auffenberg, Minister for War, and Field Marshal Schemua, Chief of the General Staff, have resigned, and are succeeded by Generals Krobaten and Howzendorff respectively.

No explanation is given, but it is believed that the reason for the resignations is political.

MORE LABOUR TROUBLE.

BATTLESHIP BUILDING DELAYED.

London, December 10.

Two hundred platers at Jarrow engaged on the construction of the battleship Queen Mary have gone on strike for a minimum wage for odd jobs.

The builders declined to consider the demand unless the men returned to work, but the latter remain obdurate.

BOXING.

SUMMERS BEATS BURNS.

London, December 10.

In the National Sporting Club's welter-weight championship of Great Britain, twenty rounds, Johnny Summers beat Sid Burns on points.

HOME RULE.

London, December 10.

The House of Commons has adopted by 292 votes to 178, Clause 33 of the Home Rule Bill which relates to the continuation of service and compensation of present civil servants.

TELEGRAMS.

THE CHINESE REPUBLIC.

ANOTHER LOAN?

[From Chinese Sources.]
Peking, December 10.

It is reported that Dr. Sun Yat-sen has opened negotiations for the raising of a foreign loan to the amount of £15,000,000 from a European Bank, and that a French bank conducted negotiations for the group. The loan will principally be used in the development of railway enterprise, and in the promotion of native industries.

THE MONGOLIAN QUESTION.

The Russian Minister at Peking has asked Lu Ching-ching to delimit the boundaries of the "Independent" Mongolia. "Shat Po."

A LOAN APPOINTMENT.

Tientsin, December 10.

A German Commissioner of Customs has arrived at Peking. It is reported that he has been asked by the International Banking Group to act as superintendent of the salt revenue in case the loan be successfully raised. Whether the Commissioner will accept the engagement or otherwise, is at present uncertain. "Shat Po."

VISITED THE PRESIDENT.

Shanghai, December 10.

The British Consul General at Shanghai called on President Yuan this morning, and left Peking for Shanghai the same day. "Shat Po."

NIPPED IN THE BUD.

Chingtao, December 10.

Yesterday the Governor General of Sze-chuan arrested an evildoer, who had incited the people to create trouble on account of the Mongolia question. Peace now prevails, and the salt people have resumed business as usual. "Shat Po."

ADMIRAL SAH RECOGNISED.

Shanghai, December 10.

President Yuan has appointed Admiral Sir Sah Chun-ping as Commander-in-Chief of the Navy, and Rear Admiral Ching Pui-kwong and Shum Shan-kwan as Admirals.

RUSSIAN AGGRESSION.

The Governor General of Feng-tien has telegraphed to the Central Government that Russia has secretly established a Consulate in Tsoam.

The Governor General of Turkestan has telegraphed to the Government that 2,500 Cossacks have crossed the frontier into Turkestan, and have refused to evacuate, in spite of the protests of the Governor General.

A JAPANESE DEMAND.

The Chinese Minister at Tokyo has telegraphed to the Chinese Cabinet that the Japanese Government has insisted on the lease of Liutung peninsula permanently.

AN IGNORED ORDER.

The Ministry of Internal Affairs has directed the Board of Trade to force the Merchants in Tientsin to accept the bank notes issued by the Russian Bank. However, the people take no heed of the order.

ARBITRATION REFUSED.

As he considers the three demands presented by the Russian Minister in Peking regarding Mongolia tend to the loss of China's sovereignty, Lu Chin-ohun, Minister of Foreign Affairs, has written to the French Minister at Peking declining to accept the service of the French Minister in arbitrating on the affairs of Mongolia. "Sai Kai Kung Yik Po."

TELEGRAMS.

THE STRAITS DINNER.

MR. HARCOURT'S EULOGY.

Reuter's
[Service to the "Telegraph."]
London, December 10.

Mr. Shelford presided at the Straits Settlements dinner, held in London, last night. The Right Hon. L. Harcourt, M.P. (Colonial Secretary), Sir John Anderson, Sir George Fiddes, Sir Frank Swettenham, Sir Hugh Clifford, and Sir William Treacher were among the guests.

Mr. Harcourt, responding to the toast of "The Guests," spoke in congratulatory terms of the remarkable prosperity of the Straits Settlements. As a result of freedom from duties Singapore had been made the entrepot of the Eastern world. He eulogised the energy which had procured her the best equipped docks in the possession of the Crown, and referred to what the Straits Settlements had done for defence. He spoke of the national gratitude felt towards the Federated Malay States for their splendid gift, and said that, while not a possession of the Crown, the Malay States so highly valued their loose attachment to the Empire that they had made a gift which was a symbol of gratitude for our Administration and a testimony to our supremacy on the seas. He absolutely denied that this gift was pressed from Home, and declared that it came as a great surprise to the Colonial Office. He regarded with sympathy and admiration the unrivalled progress of the Malay States, and was convinced as to the future success of the Federated Malay States and the Straits Settlements.

The Hon. Mr. C. W. Darbishire, who responded to the toast of the evening, dwelt on the community of interests of the States and the Straits Settlements, and urged union for the common good, sinking all differences.

BOXING.

Jack Cordell Fit.

Last night at the V.R.C. Jack Cordell spent an hour training and after some ball punching exercise went three rounds with McGhee, and Mr. Kelly, of the Grand Hotel. Cordell happened in the course of his dust up with McGhee, to stroke his jaw in a manner that caused the receiver to make for the boards. It is accepted by Cordell that on Saturday night he will have to travel on a bit if he is going to beat Gunner Yore, R.G.A. the heavy weight champion of North China.

Cordell is now on a tour of the world; he told a representative of the "Telegraph" to-day, and after finishing his peripatetic life in China he will devote his attention to Australia, and if he is as successful there as he has been in the States and Manila, he will make for Europe, firstly calling at Singapore, then to France and England. He likes Hongkong, and says that in his opinion it is a much nicer place than Manila, and better for a man in training. He cannot as yet say how it compares with Manila from a business standpoint, and it is to be hoped that he will find the sportsmen of this Colony as appreciative of a good boxer, and what is more a "straight" boxer, as they are "across the way." Much has already been said about the merits and demerits of the men he is going to meet, but those interested in the meeting can rest assured that the men who step in the ring with Cordell will have to fight and go all the way. There will be no "mulling" and if the opportunity comes Cordell's way out they will go.

There might be some interesting news from the boxing world likely to cause a stir in Hongkong in a day or two.

TELEGRAMS.

PANAMA CANAL TOLLS.

PRESIDENT TAFT OPPOSED.

Reuter's
[Service to the "Telegraph."]
London, December 10.

In his annual report to Congress, Mr. Stimson, Secretary for War, opposing the views of President Taft, urges the repeal of the section of the Panama Canal Act exempting American coasting vessels from tolls, which he declares to be equivalent to nationally subsidising an industry not needing such assistance.

IRISH CROWN JEWELS.

REPORTED TO BE REPLACED.

London, December 10.

The "Daily Telegraph" says it is reported that the Irish Crown jewels, the mysterious disappearance of which in 1907 created a great sensation in the country, have been replaced intact in their original position.

NOTHING KNOWN.

Later.

The Lord Lieutenant says that nothing is known in Dublin of the replacing of the Crown jewels.

ENGINEERING FOR NATIVES.

There is every reason to welcome the effort now being made to revise the general scheme of educating and training natives of India for engineering and industrial work in their own country. The conditions governing engineering operations in India are widely different from those which hold in Great Britain, and the complete system of teaching requires to be planned to meet Indian requirements. Primarily the distinction arises from the differences in methods of supply of materials; for in India, as was pointed out some years ago by Colonel Otley, "from the day you begin to lay out your levels you have got to do everything; you have got to find your earth and make your bricks; you have got to find your limestone and make your lime; and in many cases you have got to teach your men to do the work." There is no doubt that native Indians, with an imperfect knowledge of the English language, have in the past experienced considerable difficulty when they have entered English engineering colleges, for the reason that lectures and books upon technical subjects have at first been unintelligible to them. Moreover, consideration requires to be given to the circumstance that the native Indian reaches his prime at a comparatively early age. The chief requirements consequently appear to be that technical and industrial training should be made available for comparatively young natives, and that while a certain amount of it should be given in technical colleges, special importance should attach to practical experience on public works in India. In any case, the aim must be to sustain the genius that set up India's temples, and to nourish the minds of those from whose race proceeded so important a part of the basis of all quantitative calculation.

TELEGRAMS.

GERMANY IN CHINA.

INCREASE OF TROOPS.

Reuter's
[Service to the "Telegraph."]
London, December 10.

Herr Zimmerman, Under Secretary of the Budget Committee, speaking in the Reichstag, made a statement concerning the necessity of reinforcing the troops in the Far East. He said though there was a trustworthy man at the head of the Chinese Government, fresh disorders were still possible. Other Powers were more strongly represented in China than Germany, which must protect her own interests; and it could but be desirable for China that a Power like Germany, upholding the integrity of China and the "open door," should be in a position to assist China in the protection of German interests in places where they existed.

GENERAL HOMER LEA.

An American View of the late Chinese Adviser.

The "Telegraph" recently published the British view of the late General Homer Lea. The following, from the New York "Evening Post" gives the American version.

Gen. Lea was born, says our contemporary, in Denver, Col., on November 17, 1876, of Virginia stock. He attended the Occidental College of the University of the Pacific, and Leland Stanford University.

"He was a little man, only five feet three inches in height, and a hunchback, but he was early resolved on a military career. He told his fellow students at Stanford that he was going to be a big commander in China, and help to overthrow the Manchu dynasty."

Wallace Irwin, one of those fellow students, said of him:

"He was a quiet little chap and talked rather large, as I recall, homastic, you might say, but there was an earnestness about him that impressed one. Nobody ever regarded him as a warrior, for how could they? He chummed with what we called the Oregon bunch in college, fellows that came down from that State and kept together a good deal. Probably, if I could have looked forward and seen what his future was to be, I would have been more interested in him. As it is, what I remember most vividly about him seems to be those poker parties to which he was always inviting the fellows. He was one of the coolest and best poker players I ever knew. He never took any part in sports, of course, except to ride a bicycle, but he loved to talk politics; world policies was his hobby at that time. This was before he announced that he was going to China."

"I was among those who laughed when I heard of his declaration that he was going to be a big Chinese general. I thought it was just another case of a little fellow talking big."

When the Spanish war came, many Stanford boys went to the front, but the little hunchback could not. For all that, he joined a college organization that practiced military drill. Irwin has told of that, too:

"We organized a cavalry troop," he said. "Included about a thousand freaks, I think—the lame, the halt, and the blind, and some ex-cowboys. A fellow called Daffy Happy led the freaks. It truly was a wonderful corps, but little did we realize that it was part of the training of a Chinese general."

Then the young man began to pick up Chinese from Chinese students or Chinese cooks or any available Chinese. He studied

TELEGRAMS.

THE RAILWAY STRIKE.

DISPUTE WAXES HOTTER.

Reuter's
[Service to the "Telegraph."]
London, December 10.

The industrial fight, of which the dismissed engine-driver Knox is the centre, waxes more furious. The Magistrates have made a statement that they have not the slightest doubt that Knox was drunk; the railwaymen, on the contrary, say they are prepared to produce credible evidence of his sobriety. They have issued a manifesto repudiating the idea that they would support a drunkard and saying they are prepared to submit the case to an impartial tribunal.

DISASTROUS EFFECTS.

Meanwhile 8,000 men are put and congestion is increasing. No fewer than 80 ships are held up on the Tyne alone, while furnaces and other industries are closing down.

GENERAL HOMER LEA.

civil engineering, and in July, 1899, sailed for China.

When the Boxer rising came he joined the troops of the allies that marched to the relief of Peking. After that he disappeared, but travellers in China heard from time to time of a twisted little man seen in various places among the natives.

When he came back to America in 1901 he said he was a lieutenant-general in the Chinese army, offered commissions to some of his former college mates, and began drilling Chinamen in San Francisco. After the Young China Association was formed on the Pacific Coast he began to teach the young men in San Francisco and Los Angeles military tactics. All the time he was keeping in correspondence with Kang Yu-Wei, then the head of the Chinese Empire Reform Association. When Kang Yu-Wei went about Europe advertising in the new China, Homer Lea went with him. When in June, 1905, Kang came here, the most important member of his suite was Lea, who was duly called general by the Chinese that swarmed around the reformer.

Homer Lea came into contact in San Francisco with Dr. Sun Yat-sen. It was thus that the American became the confidential military adviser to the man whom China was to elect as its first President. He was also with Dr. Sun at Nanking when the provisional assembly elected Sun head of the new republic. After the triumph of the republic he returned to this country.

Lea was not only a soldier and drillmaster, but a writer. He wrote "Vermillion Pencil," a novel, in 1908; "The Criminal Spider," a drama, in 1909, and had in preparation a history of the political development of China. "The Valor of Ignorance" was intended to arouse the United States to the danger they were running through the lack of preparation for war, and their neglect of international complications into which they might be drawn. His "The Day of the Saxon," published last summer, dealt in somewhat similar fashion with the strategical problems and difficulties of the British Empire.

SOUTH AFRICAN TRAWLING.

The new fishing industry which has been established at Durban is having its fair share of difficulties. Three steam trawlers are now at work on the coast, and two others are expected in a few weeks. Big hauls of fish have been secured, but unfortunately for the consumer as well as the company the retailers and others possessing vested interests in the fishing business have not taken kindly to the new venture.

TELEGRAMS.

HUNTING ACCIDENT.

MR. CHAPLIN INJURED.

Reuter's
[Service to the "Telegraph."]
London, December 10.

The Right Hon. Mr. H. Chaplin, Conservative M.P. for Wimbledon, while out riding with the Aynthley Hounds, was thrown at a fence and fractured two ribs.

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Mr. Chaplin, M.P., has fractured two ribs through being thrown while riding on hounds.

The names of the Turkish delegates to the Peace Conference in London are published elsewhere.

The Austrian Minister of War and the Chief of the General Staff have resigned for political reasons.

The railway dispute waxes hotter, and 8,000 men are now out. Eighty ships are held up on the Tyne.

In the welter-weight championship of Great Britain, Johnny Summers beat Sid Burns on points.

Two hundred platers engaged on the battleship Queen Mary at Jarrow have struck for a minimum wage for odd jobs.

The Turks at Soutari persist in disbelieving an armistice has been arranged, and fighting has been resumed at Tarabosch.

A report states that the Irish Crown jewels, mysteriously stolen in 1907, have been replaced, but the Lord Lieutenant denies it.

In the Reichstag Herr Zimmerman made an important statement concerning the reinforcement of German troops in the Far East.

The U.S. War Secretary opposes President Taft on the Panama Canal question, urging the repeal of the exemption of American coasters from tolls.

The clause of the Home Rule Bill providing for the continuation of service and compensation of the present civil servants has passed the Commons.

At the Straits Settlements dinner in London Mr. Harcourt said as a result of freedom from duties Singapore has been made the entrepot of the Eastern world.

LOCAL.

The first class Russian cruiser "Askold" arrived in the harbour to-day.

An interview with a German Vice Admiral appears in to-day's issue.

A very interesting organ recital was given yesterday evening in St. John's Cathedral by Mr. Denman Fuller.

This morning the case was continued in which a claim for damages is arising out of a collision between a junk and the S.S. Loongtung.

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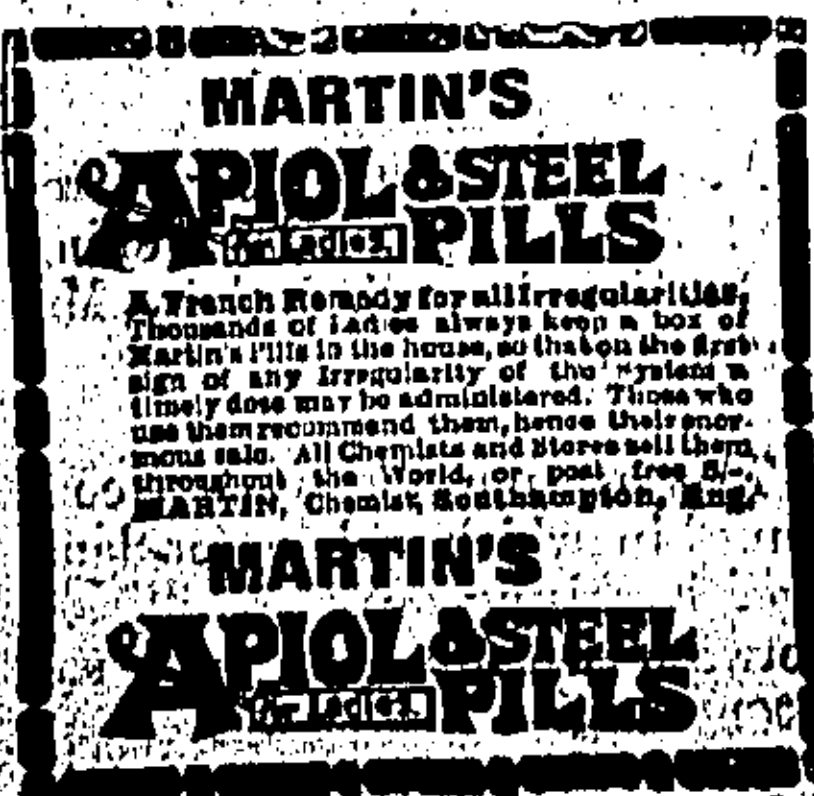
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Hongkong, 23rd September, 1911

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Hongkong, 20th April, 1911.

J. J. TAYLOR,
Manager. [25]

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STEAMERS. Monthly Rates for Time and Dinner. SPECIAL DINNERS
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separate Tables, Hot and Cold Baths, Electric Light throughout. Terms
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Hongkong, 1st Aug. 1912. [55]

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TAIPEH, FORMOSA.

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Taiwan Railway Dept.EXCELLENT CUISINE AND
GOOD SERVICE. RATES
6 YEN AND UP.Uniformed hotel porter meets all
trains and steamers. Luggage are
ranged for without any trouble to
guests.

Hongkong, 1st Feb. 1912. [132]

J. T. SHAW,

FOR THE NEW SEASON.

Begg to notify the Public he has just received a very fine con-
signment of Gents Fine Foot Wear from the Leading English and
American Makers.

HIGH STANDARD OF QUALITY.

The footwear is remarkable for its sensible shapes, accurate fit,
high-grade materials and long wear. It is designed by experts
with such a nicely and on such correct principles that the boots
retain their shape to the last day of wear.

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The leathers used are carefully selected from the best markets of
the world, and are durable and of light, firm texture specially suit-
able for the East.

HONGKONG HOTEL BUILDINGS, QUEEN'S ROAD.

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WATCHMAKER & JEWELLERS.

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now use one pair instead. No one can tell
that you wear bifocals. No cement to blister;
no thin segments to lose off.Call and inspect this line. We grind
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OFFICES

78, ESCOLTA

OUR
CONTEMPORARIES.

South China Morning Post.

China's People and Policy.
The welding of national senti-
ment has long been desirable, and
disturbing, discontented factions
in a State have a habit of drawing
nearer when impelled by a grow-
ing sense of outside danger. The
Chinese, even under the aegis of
the Republic, have not yet realized
the pride and power of patrio-
tism. There are thousands
who have watched it being
translated into action in fore-
ign countries and thousands
of Chinese have proved their
loyalty to the band of men who
would emancipate their mother-
land, but the illiterate millions
continue to be as "dumb driven
cattle," having no higher or nobler
conception of life and its respon-
sibilities than that which apper-
tains to a lowly, every-day exis-
tence. But it is in this state
that danger lies, for the inflamed
masses of humanity will readily
respond when reward, "look," or
promotion are dangled before
their eyes.

China Mail.

Labour Troubles in England.

The present trouble is much on
a par with its many predecessors
of this year, which has, unhappily,
seen so many industrial upheavals
in Great Britain. And it would
appear that the close of the year
is to be disturbed by another
general collapse in industrialism
—and all for what? For the
re-establishment of some person
who having made himself
objectionable in some way or
other to his employers was very
properly dismissed. What has
any union or any other of the
man's fellow workmen got
to do with the action? The
absurdity of the action and the
tyranny of the means taken to
obtain what the men say are their
rights—rights, forsooth!—are
astounding. They are misled by
intolerant leaders who are be-
logged by absurd socialist
doctrines. When will working
men understand that from them
as from employers' honesty of
purpose and mutual toleration
over difficulties are expected.
is indeed absolutely necessary in
these days when the ramifications
of commercialism are so full of
difficulties and perplexities.

Daily Press.

Plague in Hongkong.

Bubonic plague has been
epidemic in Hongkong since 1894.
How it came to the Colony
nobody has been able to discover,
nor are the experts able to tell us
yet how we are to get rid of it.
Millions of dollars have been ex-
pended in the Colony during the
past eighteen years on precautions
against the recurrence of plague,
yet the number of cases notified
this year exceeded those of any
year since 1894. As many as
1,838 cases have been recorded
this year. Last year the total
number was 261; the year be-
fore plague was almost entirely
absent from the Colony. The
figures had fallen from 124 cases
in 1909 to only 23 cases in 1910.
This progressive decline had
seemed to indicate that the San-
itary authorities had at length
mastered the problem. There
has been no relaxation of anti-
plague measures since, yet in
1912 we have the returns reaching
the appalling figure of 1,838. A
Sanitary Board Committee, we
understand, is engaged on the
task of seeking an explanation of
these fluctuations in the returns,
and especially to investigate the
connection, if there is any,
between the condition of the
drains during the dry months of
the year, and the epidemic of
plague which is most severe in
the wet months.

Opium Suppression at Ningpo.

Official activity in the suppres-
sion of opium cultivation and
smoking has been much in evi-
dence lately in Ningpo. In the
Hsiangshansien white flags dis-
playing warnings against the
planting of the poppy are exhi-
bited over the roadside "rent
houses," and the law is being
energetically enforced.Fillet Haddock, Kippers, Bloaters,
own Smoked Fish, Fried Fish, and
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GENERAL NEWS.

The Late Admiral Sakurai.
Rear-Admiral K. Sakurai, who died in Akasaka on November 27, won considerable fame in the battle of the Yellow Sea, in the China-Japan War of 1895. For his services on this occasion he received the Fourth Order of the Golden Kite.

To Succeed General Sherman.

At the U. S. National Republican headquarters on October 31 it was said that Vice-President Sherman's successor on the ticket would undoubtedly be a man of "progressive tendencies." The following three men were mentioned as possibilities: Gov. Hadley, of Missouri; Senator Borah, of Idaho, and Senator Cummins, of Iowa.

M. Padoux.
The "Siam Observer," says:—We understand that M. Padoux will leave France en route for Bangkok about this time, so that he will arrive next month. Soon after the return of M. Padoux, M. Moncharville will say good-bye to Siam where during the present year he has not enjoyed the best of health. He will go to Java first, in order to evade the rigour of a winter at home, and after a month or so there will leave leisurely for home. He will stay in France several months before returning to his appointment as Professor of Law in Egypt. M. Moncharville has been doing good work on the Law Codes Commission and his loss will be great.

Sale of Stafford House to Sir William Lever.

The Duke of Sutherland has sold Stafford House, through Messrs. Knight, Frank, and Rutley, to Sir William Hesketh Lever. Sir William Lever's intention in buying Stafford House is, it is said, to devote it to some public or national purpose, but nothing more definite can be stated at present. Sir William has left for the Congo and will be absent some four or five months, and has left the matter in the hands of George Harley, of Liverpool, and Mr. Howard Frank, with full power to enter into the arrangements necessary to carry out his wishes. Stafford House occupies perhaps the best position of any private house in London, standing as it does next to St. James's Palace and facing the Green Park.

The Cigarette in Germany.

Statistics just published show that the number of cigarettes consumed in Germany has increased more than tenfold since 1897, when the billion mark was passed, the figures being for 1907, 7,820,000,000; for 1908, 8,988,000,000; for 1909, 9,508,000,000; for 1910, 11,071,000,000, and for 1911, 12,403,000,000. These figures include the stamped hulls used by persons who prefer to make their own cigarettes, but who are not allowed to escape the cigarette tax, and they show that the consumption has almost doubled in the last five years. Assuming twenty million adult male smokers in Germany, this gives an average consumption per smoker of 620 cigarettes a year. The great bulk of these are cigarettes of the cheapest sort, 37 per cent. of those sold in 1911 retailing at 1 1/2 pfennig (three for a cent) or under and 35.7 per cent. falling in the next grade, retailing up to 2 1/2 pfennigs. All in all, the German smoker, it is estimated, burns up 250,000,000 marks (\$62,500,000 gold) in cigarettes annually.

The Sextuple Loan.

A Peking telegram to the "Sinhwanpo" states that the draft terms in connexion with the Six Power Loan have been framed, including (1) the constitution of the Audit Office shall be promulgated with the consent of the Sextuple Group, and (2) the Salt Policy Bureau shall engage a foreign adviser. The supervision of finance clause may be waived. But Article XIV in the agreement of the Crisp Loan forms a barrier still, as Mr. Crisp will not consent to its cancellation unless his syndicate is amalgamated with the Hongkong and Shanghai Bank would not agree to admit the Crisp group. For three reasons, although the draft terms have been framed, any money loan paid over will be still treated as advances. Mr. Chou, Minister of Finance, has agreed not to use the money so advanced for military purposes, though China may use it for disbanding her existing troops.

SERVICE MATTERS.

Re-appointed to the Newcastle.

Engineer Commander John W. Figgins, serving with H. M. S. Newcastle, China Squadron, has been reappointed to that ship on her recommission for further service in China waters. He was originally appointed to the Newcastle in May, 1909, and has, therefore, been longer in that ship than any other officer.

Sir Ian Hamilton at the Straits.

The inspection of the Fortress of Singapore by Sir Ian Hamilton, Inspector General of Overseas Forces, was practically concluded on the 24th ult. with the Night Attack on one of the islands in the grey dawn. General Hamilton then proceeded to Kuala Lumpur to inspect the Malay States Volunteer Rifles, and thence to Penang. Of the operations, in which many of the Garrison, and the Singapore Volunteer Corps to the number of 225 took part, all units, it is permissible to state that, says the "Free Press," it included a landing on one of the islands, a bit of weird jungle work, culminating in an attack which saw the contending parties in close proximity, in the presence of the Officer Commanding the Troops, the Inspector General, and most of the officers of the garrison. The Volunteers were out all night and marched back to the Drill Hall just after seven o'clock in the morning. It is understood that the Inspector General of the Overseas Forces has been interested and pleased with all that he saw in the Singapore command and the defences.

H.M.S. Marlborough.

The name chosen for the battleship just launched at Devonport not only honours the memory of the First Lord's distinguished ancestor, but revives a ship-name which has a fine record of naval service to its credit. Incidentally also (observes The "Times") the name should serve as a reminder of the brave conduct of the captain of the earliest Marlborough, who lost his life in battle and received commemoration at the expense of the nation by a monument in Westminster Abbey, the first voted to naval heroism by Parliament. It was in the action off Toulon on February 11, 1744, between a British fleet under Admiral Thomas Mathews and a combined French and Spanish fleet that Captain James Cornwall (or Cornwell) was killed. The action was not a glorious one for British arms, but Cornwall carried the Marlborough into the centre of such fighting as took place, and in supporting the Namur, the flagship of Mathews, engaged two Spanish vessels of superior strength for over three hours, when a chain shot took off both his legs. The Real Felipe, the flagship of the Spanish Admiral, and the Isabela were both disabled, the former losing 500 and the latter 300 officers and men killed and wounded, but neither the Namur nor the Marlborough were in a condition to follow up the fight, nor, from want of support from the division under Vice-Admiral Leacock, could victory be achieved. But the part played by the Marlborough, both under Cornwall and under Cornwall's nephew, the first lieutenant, who succeeded to the command and lost an arm in the action, was most distinguished, and bravely maintained the highest traditions of the navy. The Marlborough as a ship-name also supplies historical links with Rodney's victory over de Grasse on April 12, 1782, where the second Marlborough led the line, and with the glorious First of June, 1794, where under Capt. the Hon. George Berkeley she nobly sustained her reputation against three French antagonists. All her masts were shot away and her captain wounded. Ten years afterwards Capt. Berkeley successfully defended his conduct in the battle in the course of an action for libel which he brought against a weekly newspaper, winning a verdict and damages for £1,000. The last Marlborough, a wooden line-of-battleship, is still in existence, serving a useful purpose as part of the torpedo-school at Portsmouth, her name being changed to Vernon II. in 1904.

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TO LET.

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The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor. Hongkong, 30th Sept., 1912. [708]

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FOR SALE—Box's Exchange Table 1/11 to 2/2, \$5.00.—C. E. WARREN & CO.

MARINE UNDERWRITING
IN OCTOBER.

The marine total losses in October, show a considerable increase at £241,000, as compared with £189,000 in September and £114,000 in August. Several serious casualties occurred during the month, of which the most expensive for underwriters was the wreck on the coast of Spain of a new floating dock which was in tow of two tugs on the voyage from the Tyne for Lagos. Other serious casualties were the wreck in the White Sea of the British steamer Southlands, a vessel which had usually been engaged in Argentine trade; the destruction by fire of the British steamer Dunholme, while loading oil, at Bayonne, New Jersey; and the wreck of the British steamer Metie, on the coast of Brazil, close to where the steamer Moorgate was lost nearly two years ago. On consecutive days, October 17 and 18, the British steamer Ralph Creyke and the Spanish steamer Camarago were lost in the North Sea, in consequence of collision, but the financial loss in each case was comparatively small. A serious casualty was a fire in the United States steamer Berkshire, off Cape Lookout, while bound from Savannah for Philadelphia with cotton. The month was made eventful for the marine insurance markets by a series of representative meetings held in London, at which proposals for improving the underwriting position were put forward and finally adopted. The recommendations were a direct result of the increase in

the value of the shipping tonnage during the present year and in the cost of repairs. The terms of the new agreement have been discussed in some detail in these columns. Briefly, they provide for a moderate increase in the values of all vessels put forward for insurance, or else a smaller increase in the values coupled with some addition to the premium; for the limitation of the amounts effected on disbursements to 15 per cent. of the insured value; and for the insertion of the Institute warranties in all insurances for time.

A Pretty Canadian Idea.

A very pretty idea is carried out in many of the big cities of Canada, and is most attractive when well done. That is the open lawn arrangement. All the large house that would usually be described as standing in their own grounds are in no way railed in. The beautiful lawns and well-kept flower-beds slope right down to the street path, giving the effect of all the houses having been built in a well-kept path. This, writes a British Army officer's wife in "Canada," is, of course, quite foreign to the Englishman's idea of privacy, but after all the little extra amount gained by screening one's garden off from the view of others is not so great after all, and rather reminds one of that classical ditty, "You shan't command play in my yard." Of course, one would not greatly care to sit out and have tea, etc., but neither do people do so much in ordinary semi-detached houses at home. Many Canadians have their hot-weather bungalows elsewhere, as well as their "town" house.

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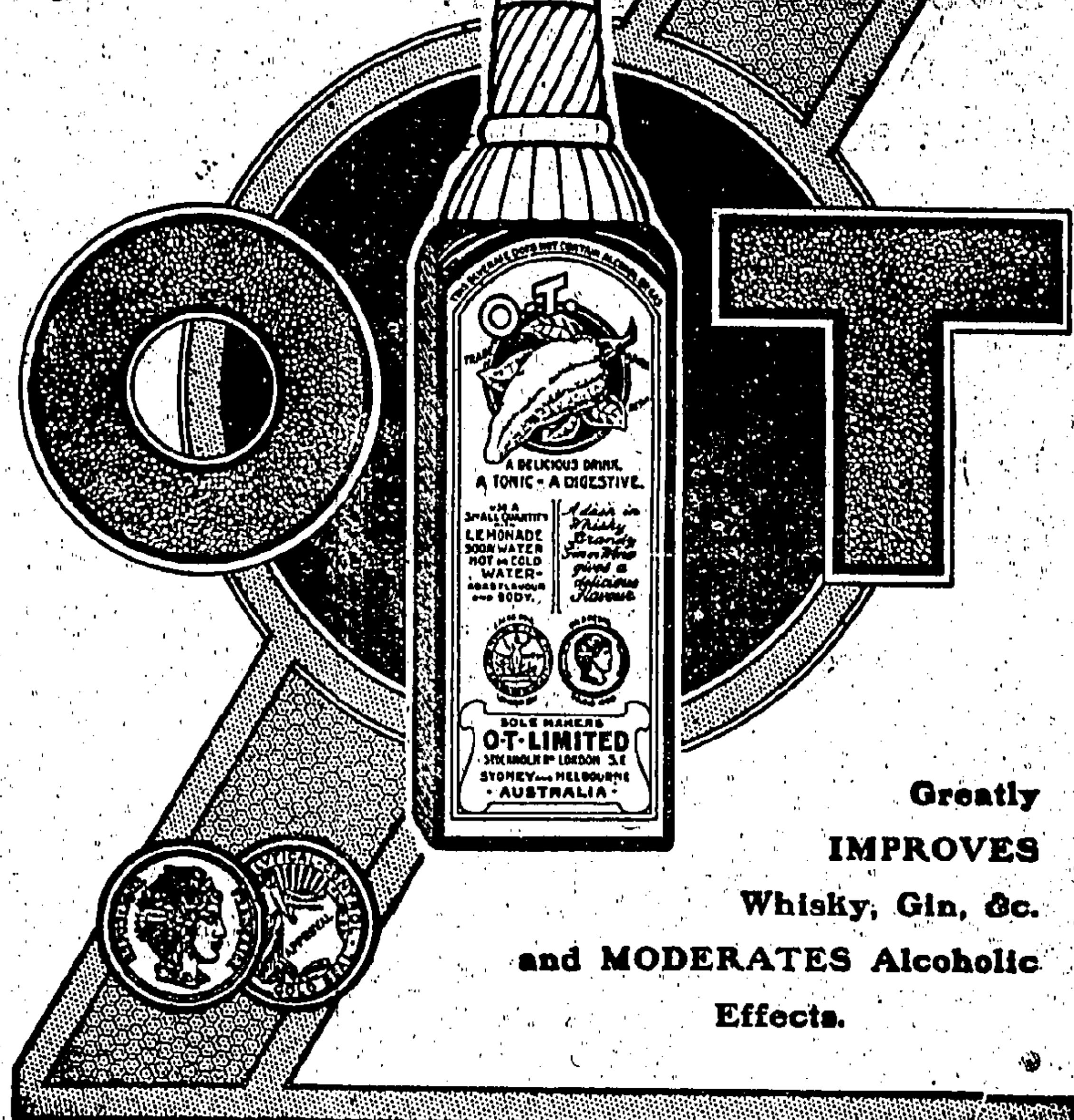
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MEE CHEUNG.

ART PHOTOGRAPHER

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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, WEDNESDAY, DECEMBER 11, 1912.

AN OLD CRY.

A Straits contemporary has had something to say concerning national defence and on the theme of saving the nation by "the moral, physical and military training of every boy of school age". And it compares its ideal nation of trained youth and sturdy, honest men with "the football-gazing millions who spend the leisure afternoons of their lives with little profit to themselves and none at all to their country." With part of this we agree; with part of it we have no patience whatever. We have before now offered a word in favour of compulsory training—if there is no other way out—but we are not amongst those who cannot mention defence of the Empire without having a passing kick at football crowds (always it is football that is attacked) and, directly or inferentially, at professional players. Why, after all, should not people spend part of a Saturday afternoon watching twenty-two picked players serving up a clever exhibition of brainy footwork? Most of these onlookers are working men and into their drab lives comes this hour and a half of colour and excitement. "If they would only play the game and not merely watch it," we are told, "no one would mind." We have seen just over 120,000 people at one match, and quite half of them were physically incapable of playing or were past the age when the game can be played. If anyone can tell us where the other 60,000 are to find room to play the game, we shall be greatly surprised. Twenty-two men require a field 120 yards long by 60 broad, and it would take somewhere around 100,000 of these fields to accommodate the players if football crowds played instead of merely watching. Where are they to be found, especially near the big cities?

Why, again, should not skilful players be paid, if they cannot afford to play the game otherwise? A great pianist, or singer, or actor does not entertain or amuse without payment; why should a football player be asked to do so? Harry Lauder is not a more brilliant man intellectually—or anything like so brilliant—as Colin Veitch; nor has he entertained more people during the past six years. Veitch got \$4 a week, and heard things said regarding professionalism; Lauder gets a hundred times as much and is made much of.

There is altogether too much cant talked about the folly of merely looking on at games. We could wish that all who look on might play, but that is out of the question. To look on, therefore, is better than nothing; it at least shows interest, keenness, healthiness of mind. And we recall that the Chief Constable of a Scottish city pointed, in more than one annual report, to the fact that, on the Saturdays when the local professional team was playing at home, there was not half the drunkenness that was shown on the Saturdays when they were away. No, the looking on at games is not wholly a bad thing; nor is professionalism without something to justify it. They are not wholly defensible, nor are they entirely indefensible, and we have tried to put the points in their favour. Let the boys of the Empire have military training by all means; let every man be fitted to take a share in defence of the Empire. But there must be other interests in life. If defence of the Empire means the barring of "football-gazing," why not cricket-gazing and attendance at racecourses, and at theatres—of most of life's pleasures? Surely no reasonable man would ask that men should spend all their spare time fitting themselves to fight. Life would not be worth living at the price.

DAY BY DAY.

The praise of the envious is far less creditable than their censure.

The Wanderer's Return.
A sentence of six months imprisonment was passed on a man who had returned from banishment, by Mr. C. D. Melbourne, at the Police Court this morning.

Alleged Armed Robbery.
We have been informed that an alleged armed robbery has been reported to the police from Shau-kiwan. The man robbed is stated to be a junk owner.

Christmas Tree.
The Civil Service Cricket Club proposes to give another Christmas tree for the children this year. This annual treat is given entirely by voluntary contribution and help is wanted.

Stole an Opium Pipe.
A Chinese who stole an opium pipe from a restaurant at West Point, was sentenced to two months' imprisonment and four hours' stocks, by Mr. Hazeland, at the Police Court, this morning.

Gifts to Aviary.
Two hen and four cock pheasants, presented by Mr. Ross, of the water authority, have, we have been informed, by permission of His Excellency the Governor, been placed in the aviaries at the Botanical Gardens.

Voyage Reports.
The s.s. Kutsang, from Singapore, reports strong N.E. winds and rough sea with rain; the s.s. Empire, from Kobe, experienced strong N.E. monsoon, high seas, overcast weather; the s.s. Ildis, from Sourabaya, reports strong N.E. monsoon.

Fire Outbreak.
A fire broke out yesterday in a piggery at Wongneihong village, and damage to property to the extent of \$100 was done. A number of pigs were saved by the owners and luckily none were burnt. The Hongkong Fire Brigade attended with the motor engine.

Possession of Arms.
A Chinese was arrested in Connaught Road on his way to the Macao steamer, carrying a box, with a false bottom, which contained a rifle and about thirty rounds of ammunition. The rifle had been taken to pieces. Defendant was fined \$100, or, in the alternative, six weeks.

Victoria Theatre.
The debut of the Howard Sisters at the Victoria Theatre last night might well be described as sensational. The two new artistes are quick-change rag-time singers and dancers, and the greeting which they received should serve to show them that Hongkong is not unappreciative where good artistry and natural charm are concerned. There was a very full house and, it cheered, clapped and cheered incessantly, recalling the two ladies' time after time. Probably never since the Victoria has been a theatre have vaudeville girls met with such a reception. The Howard Sisters have come here for a four weeks' engagement after very successful seasons in Honolulu and Shanghai, and Messrs. Ramos are to be congratulated on having secured such clever performers.

RUGBY FOOTBALL.

The Club meet the Army this afternoon. In view of the approaching Cup matches this fixture should be of particular interest and the Army will no doubt be keen to reverse the previous verdict when the Club beat them by two tries. The first Cup match will take place on Wednesday, December 18th, when the Army and Navy will meet; and on the following Saturday, 21st December, the Club will play the Navy.

An invitation has been sent to Shanghai to send a team down at Christmas, which it is confidently expected they will be able to accept, and as they have now considerable talent at their disposal, including the Scottish international, H. Martin, they should be able to put a very strong team in the field. The team for to-day is—

Full Back, T. E. S. Robson; three quarter backs, B. Chapman, V. M. Grayburn, H. S. Rouse, P. Linton; Half backs, A. A. Claxton, J. Clark; Forwards, A. Murdoch, J. C. Taylor, A. F. Deane, R. M. Austin, T. J. Fisher, D. Walker, E. H. Bone, C. C. Clark.

BOOK REVIEW.

"Care of European Children in the Tropics."

The work "Care of European Children in the Tropics," by G. Montagu Harston, M.D. (London), with introduction by Sir Patrick Manson, G.C.M.G., M.D., F.R.S., (London: Baillière Tindall Cox.) is primarily intended, as stated by the Author, for the assistance of the newly-arrived and junior practitioner of medicine in the Tropics, but its usefulness should extend considerably beyond these restricted limits. Since the first manual of Tropical Diseases, which was written by Sir Patrick Manson based largely on the result of his experiences in active practice both in Amoy and in Hongkong; there have been a succession of works dealing with this branch of medicine, but as the author states, the special care of children in tropical diseases is dealt with neither in the ordinary text-book on tropical medicine, nor on those of diseases peculiar to children in temperate climates.

An Admirable Style.
Though entering into sufficient technical detail to ensure accurate knowledge of the cause and origin of diseases dealt with, the author has wisely avoided, in a work of this dimension, giving numerous and profuse scientific data, which are contained in larger works on the subject. The book is written in an admirable style for its purpose, and gives the results of personal application of a highly trained observer in actual daily contact with diseases of children in the Tropics for a period of fifteen years. Such experience described in such a lucid style, especially the advice on diagnosis which, as the author lays emphasis on, can only be made correctly with children's diseases after most careful and thorough examination, not only of the child, but also of its blood, and, in bowel complaints, of the excreta with the aid of the microscope, also the numerous practical suggestions and directions for the treatment of the child, must prove invaluable to any practitioner in his first few years in practice in the Tropics.

For Parents and Nurses.
The other section of readers to whom this work should be of great interest and value, is the parent, guardian or nurse amongst the educated section of the community in the tropics, who are responsible for the care of the health and management of children and babies; to such, the first few chapters on general matters, and most of the sections in the chapters "on such common diseases as Malaria, Dysentery, and Constipation and Diarrhoea should be most useful."

Though Europeans residing in the Tropics, have generally speaking a more intimate knowledge of disease, and the rules of health, than those at home, and through such as are responsible for the health of children soon learn that it is necessary to take far greater precautions with children; if they are to remain healthy, in their somewhat unnatural surroundings; yet few seem to realise the value and necessity of prevention of disease.

Advice Unheeded.

The few sections of practical advice on the Prophylaxis of Malaria given by Dr. Harston in the chapter on Malaria, must be given numbers of times each day by medical advisers all over the tropics, but how frequently is it found that the advice to give children, after an attack of fever, regular doses of Quinine periodically to avoid a recurrence, is absolutely unheeded either because the child expresses a disinclination to take the medicine, or because of the inherent fear that "it will weaken" the child. If those responsible for the care of such cases, could see the matter in print as in Dr. Harston's book, possibly they would be more willing, or zealous to carry out such simple prophylactic measures, greatly to the advantage of the little lives entrusted to their supervision.

There must always be difficulty in grouping infants and children as regards treatment, and in many cases Dr. Harston takes the precaution to warn his readers of the age he refers to when stating definite doses of drugs used in treatment. These

doses will be of considerable assistance to those who are being initiated into the difficulties of treatment, but expert knowledge on this subject is only gained by many years continued treatment.

The illustrations of this work deserve great commendation, not only for their careful selection, but also for their demonstrating value. A few are acknowledged prints from other standard works, but most are from a series of microphotographs taken by Dr. J. Bell, of Hongkong.

In conclusion we heartily congratulate Dr. Harston on the production of the work, which besides stimulating criticism on lines of treatment as Sir Patrick Manson notes, will cause a wider diffusion of really practical knowledge on a subject of ever-growing importance; which must redound greatly to the benefit of the little patients in whose interest it is written.

ORGAN RECITAL.

Mr. Denman Fuller's Splendid Work.

St. John's Cathedral was comfortably filled yesterday evening when Mr. Denman Fuller gave another of his winter series of organ recitals, and to say that the programme merited the attendance is but to give faint praise where more is certainly due. In fact, it would not be beside the mark to say that Mr. Fuller has put the music lovers of Hongkong under an obligation to himself, for were it not for his monthly recitals, the higher class of music would be conspicuous by its absence from the life of this Colony.

It is difficult, naturally so, to choose between item and item of yesterday's programme, but the palm, in the opinion of many, must be accorded the rendering of Tchaikowsky's Finale (Pathetic Symphony). It reveals the musical side of the works of a great composer, whose name to the average person at home has been associated with military bands, "1812," and the concomitant evils of red fire and guns. Mr. Fuller showed in one effort the beauty and pathos of the composition and at the same time, the capacity of the organ which was only completed this year. The variety of tone, and the gradations of light and shade produced by the instrumentalist created a most favourable impression. Sterndale-Bennett's "Barcarolle" was to our mind an equally interesting piece, delicately treated.

Miss Walter in her solo "Ere we have tired of life's short day" showed herself a singer possessed of a voice full in the upper register, and she gave a rendering which showed her appreciation of what she sang. In that respect she deserves great praise; it is not every one who can sing the words as well as the notes. Miss Lockhart is, we understand, only on a visit here. This is to be regretted; for her playing on the violin showed that she is a lady whose inclusion in the ranks of local instrumentalists would be a decided acquisition. Her treatment of the duet for voice and violin by L. Lehmann was sympathetic and pleasing.

The full programme was as follows:—

Allegro (Sonata in G. major), E. Elgar.

Vocal Solo, "Ere we have tired of life's short day," D. Foster.

Miss Walter.

Barcarolle, Sterndale-Bennett.

Violin Solo, "Sarabanda" Festing.

Miss Lockhart.

Prelude and Fugue in E minor, Bach.

Duet for Voice and Violin, "If sleep and death be truly one," L. Lehmann.

Miss Walter and Miss Lockhart.

Finale, (Pathetic Symphony) Tchaikowsky.

Shanghai Opium Shops.

A proclamation was issued by the Shanghai Civil Administrator a week ago, warning the retail opium shops that, by order of the Tutuh of Nanking, the whole province of Kiangsu must be rid of opium by the end of this year, and that the certificates issued to the retail dealers in opium will be withdrawn on and after December 31. The masters and employees of such shops are exhorted to embrace another trade, or profession. "N. China Daily News."

THE "OVERLAND" CAR.

A Fine Addition to the Dragon Garage Stock.

Where motor cars are concerned, every owner believes that the particular make to which he has become accustomed is the best—until a fresh one appears on the market, combining certain new and valuable improvements with all the excellences which he so admired in the older pattern. The arrival, at the Dragon Garage of one of the "Overland" (69 T) 30 h.p. cars (Willys-Overland Co., Toledo, Ohio) will, we think, convince most Hongkong motorists that it is possible to eclipse even their particular possessions.

We have no time or wish to discuss the rival merits of American and English cars just now, beyond saying that in these days, when money is tight, it is only natural that the purchaser should buy in the cheapest market, so long as he is not buying what is cheap and nasty. The Overland is probably the best moderate-priced car ever built, for while the Dragon Garage is offering it at the low sum of \$2800, there can be no doubt, but that its smooth-running, simple yet effective machinery, and beautifully neat fittings and finish, are such as have hitherto only been looked for in makes at the highest figure.

Overland 69 T has a four-cylinder motor cast in single and set-off centre, with five-bearing crank shaft; it requires no pump, being constructed on the natural water cooling system. The frame is of cold-rolled steel; the brakes are of new design, contracting and expanding on the rear-wheel hub; the front springs are semi-elliptic and those in the rear three-quarter elliptic, all six-leaved; the axles are drop-forged in one heat, without welding, the front having Timken bearings and the rear, Hayatt. The body of the car is as attractive and neat in appearance as it is durable; it is of metal throughout, has accommodation for five passengers and all its trimmings are of nickel or aluminium. The twelve-spoked wheels (twelve bolts to each wheel) are of the artillery pattern, and the tyres (32 x 3) have quickly detachable rims. The transmission is of the three-speed sliding-gear type, having centre control and annular bearings. The ignition is on the Remy magneto and battery principle, with non-vibrating coil; the pistons and timing-gear are lubricated by a mechanical oiler, with splash lubrication for the main and connecting rod bearings.

Another important argument, from the careful buyer's point of view, in favour of the Overland, is the number of accessories included in the bargain—accessories that are often "extras"; these include acetylene engine-starter, gas tank, two gas lamps, three oil lamps, mohair top and top boot, wind-screen, speedometer, horn, robe-rail, foot-rest, tyre-carriers etc. etc. Altogether the new car must be described as a marvel of combined cheapness and luxury. We can speak as to its easy travelling, for we have tried it; the occupant is scarcely conscious that the car is moving even when it is going at a good speed; and so exquisitely adjusted are the brakes and the steering-gear that it stops at half a second's notice and will almost turn in the proverbial wedding-ring. The popularity of such a car is assured.

PROMISING YOUNG COMPOSER.

Two of the items on the programme of the forthcoming Ball at Government House are the composition of Miss Dixon, who is at present a guest of His Excellency. The orchestration of these two dances has been most capably carried out by that talented musician, Bandmaster F. G. Moss, the King's Own Yorkshire Light Infantry. The "Tamarua" Two-step has a swing and go in it that should delight the Two-steppers of the Colony. The "Loloma" Waltz is full of character and has a pleasing melody running through it. We can confidently predict a successful future for this debutante in the musical world.

NOTES AND COMMENTS.

Post Office Delays.

Delays in the delivery of local letters posted in Hongkong have long been a cause for complaint, and if the experience of a lady which we are about to record is in any way typical of what is taking place, we are not surprised that this is so. This lady sent out a batch of invitations to her friends and was greatly surprised that no replies were received from quite a number. She made enquiries and this is what she discovered. One letter, posted at the G.P.O. by a European, on the 1st, had not arrived on the 7th, another posted on the 2nd, met with a like fate, while a third, also posted at the G.P.O., on November 30th, did not arrive till the last delivery on Dec. 4th. Each and every one of these was addressed to Queen's Gardens.

Another Complaint.

So uncertain is the delivery of local letters by the postal authorities, that we have heard of more than one person who prefers to leave the Post Office severely alone and send his letters by messenger. To-day we received a complaint that the officers of the K.O.Y.L.I. who are in camp have not yet received their copy of the "Hongkong Telegraph" despatched on Saturday and Monday. There is surely a very weak spot somewhere, since such a state of affairs exists, and we only hope that the frequency of these complaints will lead to a most searching enquiry into the whole matter.

Our Neighbours.

Reverting to the housing question in Hongkong, and to the steadily-growing encroachment by Chinese on neighbourhoods that were at one time exclusively European, it seems to us that, though Chinese cannot be barred from such vicinities, it should at least be possible for the Government to oblige them to conform to certain restrictions which would make for the white man's increased comfort. With all respect to our neighbour, his ideas on what constitutes cleanliness, noise, danger or inconvenience are not quite ours. He sees no harm, for instance, in festering rubbish-boxes standing at his door, in a crowd of unwashed idlers occupying his door-step, or in accompanying his religious rites with ear-splitting noises. We Britshers do. Another thing we object to is the danger from fire contingent on the burning of funeral paraphernalia immediately outside a house next door to which a European may be living.

Over Tolerance.

It is a boast with us that the British Government is usually too wise (and has too much right feeling) to interfere with the religious ceremonies of its non-British subjects; and we would be the first to maintain that the Chinese has as much right to his convictions as we have to ours. Nevertheless, when a ceremony like this above-mentioned burning puts lives and property in danger, it is time for the ruling power to interfere. On Sunday night, in Caine Road, a pile of images, wood and paper models etc. was being burnt so close to a house that the flames were actually scorning the wood-work. A stiff breeze was blowing, and, but for repeated buckets of water being thrown on the fire, the scaffolding of an adjacent building must have caught light. Can the local Government do nothing to prevent this and a score of other nuisances? The Britisher has a right to just a little consideration.

The Shanghai Customs.

Mr. Shih Huan, according to the Chinese Press, has made good progress in taking over the control of the native Customs Houses, and is also making headway in assuming the supervision of the Maritime Customs. By the consent of the Commissioner, he will probably take over charge of the latter from the next New Year's day. (See.) All such documents as the certificates, Unchiao, etc., will be printed and issued by the Supervisor after December 31.

THE STOCKS.

Magistrate Suggests a New Arrangement.

Before Mr. Hazeland, at the Police Court, this morning, a Chinese was charged with assaulting a constable and with obstructing him in the course of his duty.

It was stated that the constable arrested a man for causing an obstruction when the prisoner interfered and tried to rescue him.

His Worship, in sending the man to gaol for two months' hard labour, and ordering four hours' stocks, said he thought it was desirable at the present time to place men in the stocks before they served their sentences instead of after.

Inspector Dymond said he would arrange for the man to be put in the stocks to-day at the place where the offence was committed. He would be under guard.

Another Case.

At the Police Court, this morning, before Mr. Hazeland, a Chinese constable charged two men—the first with hawking without a licence and the second with assaulting and obstructing him at West Point.

The constable stated that he had arrested the first man for hawking without a licence and the second man came over and knocked witness down. Witness got his uniform torn in the course of the struggle which ensued.

The first defendant was fined \$3, or in default seven days, and the second was sent to prison for two months with hard labour and four hours' stocks. He was also ordered to pay \$6 for damages to the officer's uniform, on in default go to prison for a further fourteen days.

Inspector Dymond said he would have the prisoner placed in the stocks along with the prisoner in another police assault case.

A BROTHER'S DEBTS.

Claim for Unpaid Balance.

This morning in the Summary Court, before Mr. Justice Gompertz, the Hing Loong, of No. 5 Western Market, poultry dealers, proceeded against Cheng Hing, trading as the Tiu Hop, 78 Bonham Street, in an action to recover \$382.14, being balance of amount alleged to be due for goods sold and delivered.

Mr. Crewe, of Messrs. Hastings and Hastings, appeared for the plaintiff, and Mr. J. H. Gardiner for the defendant.

Plaintiff, in the box, deposed to calling on the Tiu Hop and finding the defendant in charge instead of his elder brother. The defendant, when asked for the payment of the amount due, said that if the plaintiff would continue to supply him, he would see that his brother's debt to the plaintiff was paid in full. Subsequently a meeting was called at which some of his brother's creditors were present, together with the plaintiff, and defendant informed them that his brother was dead and he was carrying on the business. If they would continue to supply him with goods he would see that all his brother's debts were paid in full. He promised to pay plaintiff's money in instalments to be completed by the end of the eighth moon of the Chinese year. Under this arrangement plaintiff agreed to supply further goods, and settlements were made monthly. The money claimed was a balance of the old debt.

His Lordship after hearing the evidence reserved judgment.

RUSSIAN WARSHIP ARRIVES.

The first class Russian cruiser "Askold," of 5,905 tons, arrived in Hongkong to-day.

The vessel has come from Vladivostok, via Shanghai. The "Askold" is one of the fastest cruisers in the Russian Navy, having attained a speed of 24.5 knots. Her armament consists of 12 six inch guns, 12 three inch guns, and 14 quick-firing guns. Her indicated Horse Power is 24,000, and she is considered one of the best of Russia's war vessels.

THE LATE MR. F. J. BOULTON.

Valued ex-P.W.D. Official Passes Away.

News came to Hongkong yesterday of the death of Mr. F. J. Boulton A.M.I.C.E., formerly Assistant Director of the P.W.D. in this Colony.

Mr. John Fettes Boulton first came East twenty-seven years ago to construct the Peak Tramway, and scarcely a higher tribute to his ability could be paid than to observe that that tramway still exists practically as he left it.

After journeying to Australia and, later, to the States, he returned to this Colony to draw up plans for a projected railway line to Canton. After engaging in similar work in Formosa he came back to Hongkong in 1880 as an engineer under the P.W.D., and remained in that service till some eight months ago, when ill health obliged him to accept a worthy earned pension and to go home.

Of the work which he did for the Hongkong Government the Prior Reclamation Scheme may be regarded as chief, and, indeed, as a lasting monument to his name. This scheme he watched through, with infinite care, from start to finish. He will also be remembered as having made a very exhaustive enquiry into the supposed shoaling up of the harbour; his investigations disclosed the fact that practically no such shoaling had taken place, and the details of his statement were published on July 30, 1904.

Subsequently he was concerned very extensively with the designing of the breakwater for the harbour of refuge at Mong Kok Tseu, which is now in course of construction. The project was so great and important an one that it was referred to Messrs. Flood, Son and Matthews, the London consulting engineers, and Mr. Boulton was deputed to go to England to confer with them on constructional details. In addition, he was connected with many minor schemes set on foot by the Public Works Department, in all of which he did good and useful work.

The Hon. Mr. W. Chatham, in speaking of the deceased gentleman to "Telegraph" representative this morning, said:—"Mr. Boulton's services were always recognised by the Department, as being of the very highest value, and his retirement created a serious gap. He was always heart and soul in his work, and deservedly popular, both socially and among his colleagues; his loss will be felt keenly on all sides."

TRICK WHICH FAILED.

Husband Shields Wife but has to Pay.

The woman charged yesterday, before Mr. C. E. Melbourne, with being in unlawful possession of opium dross valued at \$15.80, who was remanded to enable her to call her husband as witness, again appeared at the Police Court this morning.

Mr. C. Mason, of Messrs. Wilkinson and Grist, who defended, put the husband into the box, and he stated that the opium dross was his.

His Worship said he would have to discharge the woman.

Mr. Hoggarth:—"The moment he (the husband) leaves the precincts of the Court he will be arrested (laughter)."

His Worship discharged the woman, and the man was brought before him.

Mr. Mason argued that, although the man pleaded guilty, this was not an ordinary case of unlawful possession of opium. The subject of the charge was opium dross, and it was what came from the pipes after opium had been smoked. The servants of defendant had collected this dross in cleaning the pipes and allowed it to accumulate without the knowledge of the defendant. Defendant was fined \$120.

Costly Porcelain.

At an exhibition of works of art at present being held in St. Petersburg there may be seen a set of porcelain dishes which is considered the most costly in the world. It consists of thirty-six hand-coloured plates. This set has an estimated value of 38,000 rubles (\$3,600) a single plate, therefore, being worth 1,000 rubles. It is the property of the late Count Orloff-Davidoff.

GERMAN VICE-ADMIRAL.

Interesting Views on European Affairs.

Vice-Admiral von Krosigk, of the German Navy, leaves to-day by the s.s. Princess Alice.

In an interview with a representative of the Hongkong "Telegraph", Herr von Krosigk said:

"The East is always a question mark to us of the West, and we Germans are especially interested to know, or rather to try to know, the ultimate outcome of the present situation in China. Personally I and my wife are on a vacation, but I have often been in the East and the situation is to me an interesting one. The question comes to my mind as to why Northern and Southern China are so divided, that they pull apart. German intervention is impossible; other powers may intervene but I think that it would be a great mistake for them to do so."

Continuing, Vice Admiral von Krosigk said:

"War between any two nations in Europe simply means a conflagration of the world! If you have ever seen a match set to a heap of dried straw you will understand what I mean by this statement."

"The world cannot afford a war, intrinsically or commercially, and it is not H.M. the Kaiser's intention to set the necessary match!"

"In America there are many so-called 'Yellow' papers, that advocate and provoke trouble, that inflame the people to such an extent that they insist on war, at any cost. We, on the other hand, believe in a large army, a large navy, what for? Just to 'keep the peace,'—as ex-President Roosevelt said."

"I am not a believer in Mr. Andrew Carnegie's disarmament scheme, but rather advocate the truth that the stronger the man, the less liable he is to be involved in a fight!"

Continuing, the Vice Admiral said:

"War between England and Germany has been mooted for a long time, but it is ridiculous to suppose that such a thing could be possible. What would be the outcome? An absolute finish to the merchant marine traffic, an enormous loss to all business interests—and what for?"

"England, to my mind, must have a tariff; she must in some way exclude the free importations of articles that are manufactured all over the world, and that pour into her markets ad lib."

When the question of warship building was suggested by the interviewer, the Vice Admiral said, with a smile:

"We build, they build, they build and we build—das ist alles!"

"Our army? Yes, we have a very fine standing force,—but just think of the expense to which we are put in order to keep it up! Suggestions, hints, rumours of war are floating everywhere, but I can assure you that beyond the present little trouble in the Balkans there is not the least possibility of war at large."

Asked about his ideas of Mr. Winston Churchill, Herr Von Krosigk answered:

"He has proved himself to be the able son of a very able father, and we, in Germany, respect the attitude and stand that he has taken towards us. When he was the guest of H. M. the Kaiser at the manouevres, he was distinctly the modest Englishman, and delighted the Germans by his democracy and good-fellowship."

"Of English politics I, of course, know very little," the Vice-admiral continued; "but I do know that the friendship of the two nations is a stable one, and one that can not easily be disturbed."

The Vice-admiral expects to return to the China Station within a few months.

Squabble in Tientsin.

It has just leaked out, says the "P. & T. Times" of November 30, that there was a serious fracas between French and Russian soldiers in Tientsin on Sunday night last. Several of the men on both sides are still suffering from the injuries received on the occasion, and report has it that one of the Russians has died. The Russian Concession has been put "out of bounds" to American troops.

IMPERIO DEL MUNDO
"CABINET."

THE FIVE FINEST BRANDS

OF

Manila Cigars tastefully assorted

in Box of 50 Cigars.

SUITABLE AS A PRESENT.

KRUSE & CO.

AN IMPORTANT ISSUE.

Evidence in the Collision Actions.

Models, rope and lamps were among the exhibits which made the hearing of the Admiralty case interesting this morning in the Supreme Court. The Chief Justice, Mr. W. Rees Davies, K.C., with whom sat Commander C. W. Beck with, R.N., Assistant Harbour master, as assessor, had before him the case in which the owner of a Chinese junk, named Yeung Hing Hi, 76 Main St., Aberdeen, sought to recover the sum of \$4,000, from the Indo-China Steam Navigation Co.'s s.s. Loongang, as damages sustained in a collision which took place off Waglan on May 21, 1912. There was a cross action—the two being consolidated—in which the Indo-China Steam Navigation Company, sought to recover \$350 from the junk owner.

Mr. Eldon Potter, instructed by Mr. F. X. D'Almada Castro appeared for the plaintiff, and Mr. M. W. Slade, K.C., instructed by Mr. E. Davidson, of Messrs. Hastings and Hastings, appeared for the defence.

As outlined by Mr. Potter yesterday the question of the existence of proper lights on the junk became an important issue in the case. The plaintiff, yesterday, deposed that there were two lights showing prior to the collision, one at the mast head and the other on a pole at the stern. The one at the mast head was on an endless rope, was burning ground nut oil, and the ropes were made fast to a cleat in the stays. When the collision occurred the rope broke above the knot and the lamp fell into the sea.

This morning the second witness in the plaintiff's case gave a practical demonstration of the manner in which the lamp was hoisted to the masthead, using one of the ornament posts to the judges bench as a mast and, putting up the running apparatus by which the lamp could be lowered and raised.

The same witness, questioned as to distances, gave it as his opinion that 400 yards was more than 10 lie.

Mr. Slade said that in accordance with the suggestion thrown out by his Lordship he did not propose to open his case but to call witnesses at once. The preliminary facts stated the essential points of the case, and it was remarkable how closely they agreed on most of the important points.

THE SECOND CASE.

Another Alleged Escape From a Cell.

We have been informed that a man in custody at Yaumati Police Station, alleged to be concerned with unlawful possession of certain property, escaped from the cell in which he was incarcerated, about midnight. He is stated to have used an instrument of some kind to force the bars of his cell.

Arrivals in Port.

Among the arrivals in port yesterday were British torpedo boats 035 and 037, the U.S.S. Callao, and the German gunboat Teigtau.

BUSY SOLICITORS.

Two men were charged before Mr. Hazeland, at the Police Court, this afternoon, with being in unlawful possession of nine and a half bags of rice valued at \$80.

His Worship explained that the solicitors engaged in the case were busy in the Supreme Court, and they had asked him to adjourn the case. He had decided to do so until Friday, and would allow the defendants bail in \$100 each.

DON'T FORGET.

Friday, Dec. 13. "The Boatwain's Mate" Theatre Royal.

Saturday, Dec. 14. "The Boatwain's Mate" Theatre Royal, 9 p.m.

Tuesday, Dec. 17. "An Ideal Husband" Theatre Royal.

Thursday, Dec. 19. "An Ideal Husband" Theatre Royal.

Friday, Dec. 20. Service for Men. St. John's Cathedral 9.15.

Saturday, Dec. 21. "The Ideal Husband" Theatre Royal.

To day's Advertisement

REWARD.

\$20 REWARD:—Lost between Lai Chi Kok and Kowloon on 23rd Nov. an IRISH TEEBRIER BITCH, answers to "Molly." Anyone returning to Lant Wai, 20th Pansy, Lai Chi Kok, will receive above reward. Hongkong, 11th Dec. 1912. 1979

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEN AR."

having arrived, Consignees of Cargo are hereby informed that their goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 17th of Dec., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th of Dec., at 9.30 a.m.

All claims must reach us before the 24th of December, 1912, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned.

NORDEUTSCHER LLOYD, BREMEN, General Agents. Hongkong, 10th Dec. 1912. 1990

DAIRY FARM NEWS.

So you are tired reading our Charles Lamb Roast Pig Ad. Eh? Alright here is another.

REAL GERMAN SAUSAGE.

Das Ist Gut. It certainly is. Nine different kinds now ready.

Shinkenwurst

Mortadella

Zungenwurst

Blutwurst

Leberwurst

Winna

Frankfurter

Breslauer

Knoblauchwurst

You succeed in business in direct proportion as you love that business—and know how. We all love German Sausage and WE know how to make them.

Freshly prepared—under expert supervision—from GOOD, CLEAN, WHOLESOME food stuffs.

When you tire of this lot, we will have more from which you may select. A different variety for each day in the month.

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GARNER, QUELCH & CO.

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"WALK-OVER"

BOOTS.

BLACK or BROWN

AS ILLUSTRATED

\$10.00 PER PAIR

A Large Selection of Shapes, every Pair Guaranteed.

LANE, CRAWFORD & CO.



"KING GEORGE IV" Scotch Whisky

Its world-wide popularity is due to its mature ripeness, soft refinement, and exquisite flavor.

One of the principal brands of

THE DISTILLERS COMPANY LIMITED, Largest Scotch Whisky Distillers in the World, EDINBURGH, SCOTLAND.

GANDE, PRICE & CO., LTD.

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Hongkong 15th November 1912

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COMPANY'S
ROYAL MAIL STEAMSHIP LINE.
"EMPEROR LINE."

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"Monteagle" ..	Satur. Dec. 14	"E. of Britain" Fri.	Jan. 10
"E. of India" ...	Jan. 11	"E. of Ireland" ..	Feb. 7
"E. of Japan" ...	Feb. 8	"E. of Ireland" ..	Mar. 7

All steamers leave Hongkong at 7 A.M.
To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
Corner Polder Street and Prys (Opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)
For Steamship On
MANILA LOONGSANG Saturday, 14th Dec., 2 P.M.
SHANGHAI, KOBE & MOJI KUTSANG Friday, 13th Dec., daylight.
MANILA YUENSANG Saturday, 21st Dec., 2 P.M.
SINGAPORE, PENANG & CALCUTTA YATSHINGO Wednesday, 18th Dec., Noon.
SANDAKAN MAUSANG Tuesday, 19th Dec., 4 P.M.
SHANGHAI KWONGSANG Tuesday, 17th Dec., Noon.
SINGAPORE & SOERABAYA FAUSANG Saturday, 14th Dec., Noon.
RETURN TOURS TO JAPAN (Occupying 24 days).
The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau & Newchwang.
Taking Cargo on Through Bills of Lading to Kudu, Lahad, Dato, Simporna, Tawau, Usukan, Jesselton and Labuan.
For Freight or Passage, apply to JARDINE, MATHESON & CO., LD., General Managers.
Telephone No. 215.

THE ROYAL MAIL STEAM
PACKET COMPANY
"SHIRE" LINE SERVICEPROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For	Steamship	DATE OF DEPARTURE.
SHANGHAI, KOBE & YOKOHAMA	CARMARTHENSHIRE	14th Jan.
LONDON & ROTTERDAM ANTWERP	MONMOUTHSHIRE	18th Jan.
SHANGHAI, KOBE & YOKOHAMA	PEMBROKESHIRE	14th Feb.
LONDON & ANTWERP	DENBIGHSHIRE	21st Dec.
LONDON & ANTWERP	PEMBROKESHIRE	4th Feb.

* Does not carry passengers.
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD., AGENTS.
[14]

HONGKONG, CANTON, MACAO,
AND
WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.
HONGKONG TO CANTON CANTON TO HONGKONG
WEDNESDAY, 11th DECEMBER.
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."
THURSDAY, 12th DECEMBER.
8.00 a.m. "FATSHAN." 8.00 a.m. "HONAM."
10.00 p.m. "HONAM." 5.00 p.m. "KINSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.
S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651
HONGKONG TO MACAO.
Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.
EXCURSION TO MACAO
SUNDAY, 15th DECEMBER.
The Company's Steamship, "SUI AN,"
will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.
This steamer connects with the excursion steamer returning from Macao at 5 P.M.
FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.
JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.
CANTON-WUCHOW LINE.
S.S. "SAINAM," 583 Tons, and "NANNING," 583 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.
Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.
Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT
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PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION

Destination	Steamers and Displacement	Sailing Dates
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID	TANGO MARU, Capt. K. Kawara, T. 13,500	WEDNESDAY, 18th December at Daylight.
EUROPE & ...	KAMO MARU, Capt. F. L. Sommer, T. 16,000	WEDNESDAY, 1st Jan., at daylight.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, & YAMAGUCHI	AWA MARU, Capt. Shimidzu, T. 19,500	TUESDAY, 21st Dec., at noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU, Capt. M. Winkler, T. 9,300 YAWATA MARU, Capt. T. Sekine, T. 7,000	FRIDAY, 20th Dec. at Noon. WEDNESDAY, 15th Jan., at Noon.
AMERICA & ...	SADO MARU, Capt. Asakawa, T. 12,500 YAWATA MARU, Capt. T. Sekine, T. 7,000 MISHIMA MARU, Capt. E. A. Moses, Tons 16,000	TUESDAY, 14th Jan., at Noon. WEDNESDAY, 18th Dec., at Noon. THURSDAY, 18th Dec., at daylight.
ALCUTTA via S'pore, Penang and Rangoon	KIRIN MARU, Capt. M. Duguchi, Tons 5,000	SATURDAY, 14th December.
BOMBAY via Singapore and Colombo	TOTOMI MARU, Capt. T. Sekine, Tons 5,000	MONDAY, 21st December.
SHANGHAI, KOBE & YOKOHAMA	CEYLON MARU, Capt. Tozawa, T. 12,000 HAKATA MARU, Capt. H. Nomura, T. 12,500	TUESDAY, 10th December. MONDAY, 23rd December.
SHANGHAI, MOJI & KOBE	RANGOON MARU, Capt. Kamoshita, T. 7,000	WEDNESDAY, 18th December.

* Cargo only.
* Fitted with new system of wireless telegraphy.

PASSENGER SEASON FOR 1913.

FOR EUROPE.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Aleuta Maru	16,000	26th February.
Hitachi Maru	13,000	12th March.
Miyasaki Maru	16,000	26th March.
Kitano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Tango Maru	13,500	21st May.

FOR AMERICA.

Steamer.	Tons displacement.	Leaving H.K.
Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	12,500	25th March.
Sado Maru	12,500	14th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
HAIPHONG	"SINGAN"	11th 10 A.M.
SWATOW, FAMOY & SHAI	"ICHANG"	11th 4 P.M.
SHANGHAI	"CHENAN"	12th 4 P.M.
SHANGHAI	"LINAN"	14th 11 P.M.
MANILA, OBU & LOILO	"TAMING"	17th 4 P.M.

This steamer has superior accommodation with Electric Light throughout and Electric Fan in Staterooms. A fully qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."
MAJILIA LINE—Twin screw Steamers "Tean" and "Taming,"
saloon accommodation; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kalfong" is situated on deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Ankai, Chusan, Linan, Chinkwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.
These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

Reduced Fares:—Single \$45; Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG
Sailing on alternate Wednesdays.
For Freight or Passage apply to
T. KONG, 88, Hongkong, 10th Dec., 1912.
BUTTERFIELD & SWIRE, Agents.

Shipping

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	F. E. Cross.	Manila, Manganin, Iloilo and Cebu.	FRIDAY, 27th Dec., 4 P.M.
RUBI	4000	J. Mi. Mor.	Manila, Manganin, Iloilo and Cebu.	TUESDAY, 17th Dec., 4 P.M.

For Freight or Passage apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS

Hongkong 7th December, 1912.

[14]

JAVA-CHINA-JAPAN
LIJN.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	To	Will leave on or about
Tilliwong	JAPAN	1st half Dec.	JAVA	1st half Dec.
Tilpina	JAVA	1st half Dec.	JAPAN	1st half Dec.
Tilkin	JAVA	1st half Dec.	SHANGHAI	2nd half Dec.
Tilmanock	JAPAN	2nd half Dec.	JAVA	2nd half Dec.
Tilhatlap	JAPAN	2nd half Dec.	JAVA	2nd half Dec.
Tiloraom	JAVA	1st half Jan.	JAPAN	1st half Jan.
Tilimahl	JAVA	1st half Jan.	JAPAN	1st half Jan.
Tilbodoss	JAVA	1st half Jan.	JAPAN	1st half Jan.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
Telephone No. 375 York Building. [15]

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.
PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyu Maru"	11,000	W. W. Greens	Dec. 21st, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Jan. 11th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Jan. 17th, Noon.
S.S. "Shinyo Maru"	21,000	E. S. Smith	Feb. 11th, Noon.

These steamers are equipped with Turbine Engines and Triple Scows.

All steamers carry Japanese Government wireless telegraph and post office.
The steamer "Chiyu Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 21st Dec., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salinas Cruz.
Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Date of Sailing
Kiyo Maru	17,500	Saturday, February 1, Noon 1913.
Buyo Maru	10,500	Thursday, April 8, Noon 1913.

For Further Particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent
(KING'S BUILDING Opposite Blake Pier) [1]"THE BIG" 4 OF THE
PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.	27,000 tons, twin screws.
Also Nile, 11,000 tons, China, 10,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Honolulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS. Individual Electric Reading Light in each berth and Electric Fan in each stateroom.
SWIMMING TANK. Is installed on deck for salt water bathing. Bathing suits on board.
BAND. Philippine string band Concerts each afternoon and evening and also during the day.
CHINESE. The Chinese is under the direct supervision of one of the world's most famous caterers.
GAMES AND AMUSEMENTS. Deck Games, such as Quoits, Shuffle board and all kinds of gymnastic sports, are arranged during the voyage, as well as indoor amusements, such as musical instruments, Dances and Magician's Ball on deck are also arranged to while away the time.
WIRELESS AND SUBMARINE SIGNAL SERVICE. The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.
BILGE KEELS. Are fitted to the hull to prevent rolling at sea, thus ensuring steadiness and comfort.
THE COST. Is not more by this route with its unparalleled opportunities, than by any other route.
For a return ticket to London the cost is but £150, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £120. For the INTERMEDIATE SERVICE First Class accommodations are provided for 41 to London (return ticket £25) and to San Francisco £45. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers:	China	Manchuria	Korea	Siberia
	27,000	27,000	27,000	27,000
	27,000	27,000	27,000	27,000
	27,000	27,000	27,000	27,000

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.
LET US PLAN AN ITINERARY FOR YOU
King's Building (Opp. Blake Pier). FRED. J. HALTON, Telephone No. 141
HONGKONG, 6th September, 1912. Agent.
Panama-Pacific International Exposition—San Francisco—1915.

THOS. COOK & SON,
Tourist, Steamship and Forwarding Agents,
Bankers, &c.

Head Office for the Far East:—16, DES VREUX ROAD, HONGKONG
SHANGHAI: 2-5, Poochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.

[16] Ques. Ques. (LONDON, &c.)

LOG BOOK.

China Coast Gazette.

Mr. T. Croft, supernumerary, Chungsang, has gone second officer, Hopsang.
Mr. A. U. Mowforth, from leave, has gone second officer, Yuensang.
Mr. J. McCallum, supernumerary second officer, Yuensang, has resigned.
Mr. E. D. Sheppard has been appointed supernumerary second officer, Onsang.
Mr. D. McMurray, from leave, has gone chief engineer, Fooksang.
Mr. W. Gow, chief engineer, Fooksang, is on leave.
Mr. P. P. Flatgate, supernumerary, Namsang, has gone second officer, Onsang.
Mr. J. H. Ferguson, second officer, Onsang, is on leave.
Mr. J. P. Somerville, second officer, Hopsang, has gone supernumerary, Namsang.
Mr. P. Staunton has been appointed supernumerary second officer, Fooksang.
Mr. A. R. Newburgh, supernumerary second officer, Fooksang, has resigned.
Mr. A. Cobb has been appointed supernumerary second officer, Laisang.
Mr. J. S. Wilson, supernumerary second officer, Laisang, has resigned.
Mr. T. E. Hamilton has been appointed supernumerary second officer, Yatsing.
Mr. A. C. Benfield, supernumerary second officer, Yatsing, is on leave.
Mr. J. D. Dickie has been appointed fourth engineer, Fooksang.
Mr. R. Winterson, fourth engineer, Fooksang, is on leave.
Mr. G. W. Russell, from leave, has gone second engineer, Tuckwo.
Mr. I. S. Holmes, second engineer, Tuckwo, has gone second engineer, Choyssang.
Mr. R. Aitken, second engineer, Choyssang, is awaiting orders.
Mr. A. McDowell, from leave, has gone chief officer, Wuhu.
Mr. F. Bignell, acting chief officer, Wuhu, has gone supernumerary, Hsin Peking.
Mr. K. Logan, second engineer, Poyang, has gone acting chief engineer, Wenchow.
Mr. D. McDougal, third engineer, Poyang, has gone acting second engineer, same ship.
Mr. R. McWilliam, supernumerary, Dredger, has gone acting third engineer, Poyang.
Mr. F. Leatham has been appointed third engineer, Tamsui.
Mr. J. F. Timbrell, second engineer, Tientsin, is on leave.
Mr. D. S. White, third engineer, Tamsui, has gone acting second engineer, Tientsin.
Captain W. Benson, from leave, has gone master, Chinkwa.
Mr. H. J. Hobbs, acting master, Chinkwa, is on reserve.
Captain J. McArthur, awaiting orders, has gone master, Kwanglee.
Captain N. McLean, of the Kwanglee, is awaiting orders.
Mr. J. Hood, from leave, has gone chief engineer, Hsinfung.
Mr. G. Sharp, acting chief engineer, Hsinfung, has gone second engineer, same ship.
Mr. J. Hill, acting second engineer, Hsinfung, has gone third engineer, same ship.
Mr. C. Stirling, third engineer, Hsinfung, is awaiting orders.
Mr. R. Burns, from leave, has gone second engineer, Hsinchang.
Mr. G. Butchart, acting second engineer, Hsinchang, has gone third engineer, same ship.
Mr. O. Strangman, acting third engineer, Hsinchang, has gone third engineer, Kiangyung.
Mr. W. Martin, acting third engineer, Kiangyung, is awaiting orders.
Mr. R. H. Scott, second engineer, Chiyuen, has gone second engineer, Toonan.
Mr. W. M. Marshall, second engineer, Toonan, has gone second engineer, Chiyuen.
Mr. A. Cooke, second officer, Kwangohi, has resigned.
Mr. S. Polkinson, from leave, has gone second officer, Kwangohi.
Mr. G. Caulton, chief engineer, Feiching, has gone chief engineer, Hsinchi.
Mr. M. Ferguson, chief engineer, Hsinchi, has gone chief engineer, Feiching.
Full Board \$45.00 per month; Pouch tickets for 30 meals \$20.00; Strict cleanliness and only best material used.
ALEXANDRA GATE CO.

Shipping

HAMBURG-AMERIKA
LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts Gesellschaft "HANSA."
EAST ASIATIC SERVICE.
Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,
Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and
Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Havre, Bremen & Hamburg:
S.S. SAMBIA	S.S. LINDA 16th Dec.
" ARMENIA 17th Dec.	For Marseilles Havre & Hamburg:
" ALTMARK 27th Dec.	S.S. SEGORIA 19th Dec.
" SILESIA 14th Jan.	For Havre & Hamburg:
" O. J. D. AILERS 26th Jan.	S.S. ALESIA 24th Dec.
" SUEVIA 10th Feb.	For Rotterdam, Bremen & Hamburg:
	S.S. BRASILIA 9th Jan.
	For Havre & Hamburg:
	S.S. SAMBIA 11th Jan.

Hamburg-Amerika Linie,
Hongkong Office.

BRITISH INDIA S. N.
CO., LTD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.
The S.S. "OKARA," Captain Evans, will be despatched for YOKO-
HAMA & KOBE on the 12th December, at daylight; to be followed on the 16th
December by the S.S. "ULADA" taking Cargo and Passengers at current rates.
For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 3rd December, 1912.

LOG BOOK.

P. M. Reduced Service.

It is reported that, starting in
the near future, the Pacific Mail
Steamship Co. intends to reduce
the number of its vessels from
San Francisco to Shanghai to one
a month, and to reduce the sail-
ings from Shanghai direct to
San Francisco by one a month.
Manila will then become the
Company's principal port of call
in the Far East.

B. I. Officer's Gallantry.
Calcutta, Nov. 15. — At the
British India Marine Service
Club this evening the Royal Hu-
mine Society's Medal was pre-
sented to Mr. T. T. Mordon, Chief
Officer of the steamer "Querim-
ba," who rescued a lifeboat from
the hull of his ship which was
filled with sulphur fumes after
fumigation. Mr. H. M. Monteith,
senior partner of Messrs. Mackin-
non, Mackenzie and Co., made
the presentation.

The Lumber Line.
Attention is called to the fact
that the China Import & Export
Lumber Co., Ltd., has established
a regular steamship line between
North-China and Japan ports and
Portland (Ore.), and Puget Sound,
and will quote specially favour-
able rates on shipments to the
Pacific Coast. Steamers on this
service include the Unkai Maru,
Manabu Maru, Bangor, Powhatan,
ranging from 6,000 to 8,200 tons
d.w. The Unkai Maru will leave
Portland (Ore.) for China on the
15th instant, and the first steamer
to leave Shanghai for Pacific
Coast will be the Powhatan on
February 1, 1913.

Chinese Mail Steamers.
At a Cabinet meeting, the
Minister of Communications
pointed out the close relationship
between navigation and the de-
velopment of the country. Na-
vigation, according to the recom-
mendation of the Ministry, will
be divided into internal and ex-
ternal. The former will include
all navigation on rivers and lakes
in the country, and the latter,
that on foreign waters. The
chief lines of external navigation
are: (a) To the important ports
in Japan; (b) To Hongkong
and Singapore; (c) To Hawaii
and San Francisco; (d) To
Bombay, Aden, and the Cape of
Good Hope. As soon as arrange-
ments have been made to sail
these waters, a large order of big
mail steamers will be given out.
The "Peking Daily News" says
that the proposal was received
with favour.

Shipping Returns.
The returns of shipbuilding for
the quarter ended September 30
last show that there was building
in British Colonies at the end of

the quarter, 11,186 tons. Calcutta
for the first time figures in the
returns with one steamer of 875
tons under construction, while
Hongkong had one steamer of 300
tons and two sailing vessels of 640
tons, making a total of 640
tons. Penang is building one
steamer of 205 tons, while there
are ten steamers of 2,364 tons
being built in New South Wales
Shanghai, which last quar-
ter returned two vessels of 1,400
tons under construction; does not
figure in the lists this year, while
Japan, which last quarter had 30
steamers of 45,246 tons under
construction is this quarter build-
ing 24 steamers of 48,219 tons.
Of the total, Kobe and Osaka are
building 27 of 28,517 tons, Na-
gasaki four of 18,400 tons and
Yokohama three of 1,302 tons.
In addition to this, there are
being built in the United King-
dom for Japanese owners two
ships of 7,340 tons, bringing the
total addition to the Japanese
mercantile marine under con-
struction at the end of September
up to 55,559 tons.

German Shipping.
In connection with the inter-
national trade inflation, the Ger-
man steamship lines have for a
long time been extremely busy.
Tonnage has, says the commercial
correspondent of The "Finan-
cier," been in active demand the
world over, and there is not suffi-
cient available to move the traffic
offered with comfort. The good
times had caught the German
lines in an unready condition.
Conditions generally this year
have constrained the German
companies to extend their build-
ing programme and increase
their fleets as quickly as possible.
It has been found too expensive
to charter, as well as unsatisfac-
tory in the working. The Frank-
furter Zeitung gives a list of the
vessels now being built for
Germany's leading lines. On
October 1 the Hamburg-Amerika
line had no fewer than 19 ocean
steamers under construction.
These included three 50,000 gross
registered tons ocean greyhounds,
one building at the Vulcan yard,
and two at Blohm and Voss's
yard; a 4,500 tons motor cargo
vessel at Blohm and Voss's;
3,800 tons ditto at the Weser
yard; two 5,500 gross re-
gistered tons passenger and
cargo steamers at Swan and
Hunters, Newcastle-on-Tyne. A
19,000 tonner is being built at
the Vulcan yard for the Panama
service, and two 18,000 tonners
one at Tecklenburg and one at
the Weser yard—for the La Plata
Service. Other vessels of lesser
importance are building for na-
vigation, and other services of this com-
pany. The total tonnage building

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Denbighshire	J. M. & Co.	28 December
Havre and Hamburg, &c.	Alesia	H. A. L.	24 December
do do	Sambia	H. A. L.	11 January
Havre, Bremen and Hamburg, &c.	Liberia	H. A. L.	15 December
Bremen and Hamburg, &c.	Brasilis	H. A. L.	5 January
do do	Fuerst Buelow	H. A. L.	23 January
Marseilles and Hamburg, &c.	Segovia	H. A. L.	18 December
Mexico, Peravian and Chili via Japan	Kiyo Maru	T. K. K.	1 February
Cape Ports via Mauritius	Duneric	Bank Line	Begin January
Copenhagen and Baltic Ports	Canton	A. N. & Co.	15 January
Trieste via Singapore, Penang & Colombo, &c.	Africa	S. W. & Co.	19 December

New York, San Francisco and Canada.

Boston and New York	Egremont Castle	D & Co.	19 Dec., about
New York	Erroll	D & Co.	14 Dec., about
New York via Suez Canal	Schuyllkill	Bank Line	30 December
New York via Ports and Suez Canal	Swazi	S. T. & Co.	9 Jan., about
San Francisco via Shanghai and Japan, &c.	Chiyo Maru	T. K. K.	21 December
do do	Manchuria	P. M. Co.	17 December
Victoria, Vancouver, &c.	Ookley	Bank Line	17 December
Victoria, B.C., and Tacoma via Japan, &c.	Tacoma Maru	O. S. K.	26 December
Victoria, B.C., and Seattle via Shanghai, &c.	Awa Maru	N. Y. K.	31 December
Vancouver	Monteagle	C. P. R. Co.	14 December
Vancouver via Shanghai and Japan, &c.	Empress of India	C. P. R. Co.	11 January

Australia.

Australian Ports	Changsha	G. & S.	4 January
Australian Ports via Manila	Empire	B. L. & Co.	13 December
do do	Kumano Maru	N. Y. K.	20 December
do do	Prinz Waldemar	M. & Co.	28 December

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroem	J. C. J. L.	Quick despatch
do do	Tjinhai	J. C. J. L.	Quick despatch
Singapore and Sourabaya	Fausang	J. M. & Co.	14 December
Singapore, Penang and Calcutta	Yatsang	J. M. & Co.	18 December
Singapore, Penang, Rangoon and Calcutta	Japan	D. S. & Co.	12 December
do do do do	Kirin Maru	N. Y. K.	14 December
Bombay via Singapore and Colombo	Wakasa Maru	N. Y. K.	23 December
Sandakan	Maasang	J. M. & Co.	19 December
Japan	Tjiliwang	J. C. J. L.	Quick despatch
do	Tjimanoeek	J. C. J. L.	Quick despatch
Yokohama and Kobe via Shanghai	E. F. Ferdinand	S. W. & Co.	30 Dec., about
do do	Vorwaerts	S. W. & Co.	30 Dec., about
Kobe and Yokohama	Mishima Maru	N. Y. K.	19 December
Nagasaki, Kobe and Yokohama	Yawata Maru	N. Y. K.	18 December
Kwang-chow-wang and Haiphong	Si-Kiang	M. M. Co.	18 December
Amoy and Takao via Swatow and Amoy	Soshu Maru	O. S. K.	12 December
Shanghai, Tsingtau, Kobe and Yokohama	Kleist	M. & Co.	12 Dec., about
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	13 December
do do	Huiching	D. L. & Co.	17 December
Tamau via Swatow and Amoy	Daigi Maru	O. S. K.	15 December
Foochow via Swatow and Amoy	Kaijo Maru	O. S. K.	18 December
Manila	Loongsang	J. M. & Co.	14 December
do	Yuensang	J. M. & Co.	21 December
Manila, Cebu and Iloilo	Taming	B. & S.	17 December
Manila, Mangarin, Iloilo and Cebu	Rubi	S. T. & Co.	17 December
do do do do	Zafiro	S. T. & Co.	27 December
Shanghai, Moji and Kobe	Rangoon Maru	N. Y. K.	18 December
Shanghai, Kobe and Moji	Kutsang	J. M. & Co.	13 December
Shanghai, Kobe and Yokohama	Armenia	H. A. L.	17 December
do do do	Amazona	M. M. Co.	18 December
do do do	Hakata Maru	N. Y. K.	23 December
Shanghai, Moji, Kobe and Yokohama	Novara	P. & O. Co.	12 Dec., about
Shanghai	Tjilatjap	J. C. J. L.	Quick despatch
do	Tjibodas	J. C. J. L.	Quick despatch
do	Tjikini	P. M. Co.	Quick despatch
do	Delta	P. & O. Co.	19 Dec., about
do	Koerber	S. W. & Co.	5 January
do	Chenan	B. & S.	12 December
do	Luan	B. & S.	14 December
do	Kwongsang	J. M. & Co.	17 December

To Sail

Hongkong—New York.



AMERICAN ASIATIC S.S. CO.
FOR NEW YORK VIA SUEZ
CANAL.
HONGKONG-NEW YORK
(With liberty to call at the Malabar
Coast)
British S.S. "SWAZI"
on or about 9th January, 1913.
For freight & further information,
apply to
SHEWAN, TOMES & Co.,
General Agents,
Hongkong, 2nd Dec. 1912.

FOR SINGAPORE, PENANG,
RANGOON AND CALCUTTA.

(Taking cargo on Through Bills of
Lading to Rangoon, Madras and
Calcutta.)
THE Steamship
"JAPAN"
Captain C. P. Seddon, will be de-
spatched as above on THURSDAY
the 12th Dec. at 1 p.m.
For freight or passage, apply to
DAVID SASSOON & CO. LD.,
Agents,
Hongkong, 7th Dec. 1912.

To Sail

R.M.S. "DUNOTTAR CASTLE."

The above steamer of 5,887 tons
register and classed 100 A.I. at Lloyd's
having superior first class passenger
accommodation, fitted with wireless
telegraphy, electric fans in all state-
rooms and carrying first class pas-
senger only, is due at Hongkong on the
18th instant, and will leave for Yokohama
direct the following day. She
will return here on THURSDAY,
January 2nd and sail for Singapore,
Penang, Rangoon, Calcutta, Madras
Colombo, Bombay, Bux (for Cairo)
Port Said, Messina and Marseilles on
MONDAY, January 6th 1913.
A number of vacant first class berths
are available at moderate rates, and
special accommodation can also be book-
ed if required. For further particulars
please apply to—
JARDINE, MATHESON &
CO., LTD.,
Agents,
Hongkong 12th Nov., 1912.

Regular Steamship Service

With liberty to call at the
Malabar Coast.
Passenger Sailings from Hongkong
FOR NEW YORK.
S.S. "ERROLL" on or about
14th Dec.
FOR BOSTON & NEW YORK.
S.S. "EGREMONT" on or about
19th Dec.
For Freight and further information,
apply to
DODWELL & CO., LTD.,
Agents,
Hongkong, 12th Nov., 1912.

MOVEMENTS OF
STEAMERS.VESSELS ADVERTISED TO
DEPART TO-MORROW.

For	Vessel
Seattle,	Lord Derby.
Calcutta,	Japan.
Macao,	Sui Tai.
Singapore,	Chenan.
Japan,	Kutsang.
Swatow,	Soshu-maru.
Foochow,	Haiyang.
Japan,	Okata.

VESSELS ADVERTISED TO
ARRIVE TO-MORROW.

From	Vessel
Singapore.	Lovat.

AMERICAN MAIL.

The P. M. s.s. Nile, with the
American Mail left San Francisco for
this port, via Honolulu, the usual Japan
ports, Shanghai and Manila on Satur-
day, the 23rd ult.

The P.M. str. Mongolia, with the
American mail, left San Francisco for
this port via Honolulu, the Japan ports
and Manila on the 30th November.

The T. K. K. s.s. Tenyo Maru,
arrived at San Francisco from Hong-
kong and usual ports of call on the 2nd
inst. and leaves again for this port on
the 18th inst.

The T. K. K. s.s. Nippon Maru
left San Francisco for Hongkong, via
usual ports on the 7th inst. and may be
expected here on the 3rd January.

The T. K. K. s.s. Chiyo Maru
left Kobe on the 5th inst. and is due in
Hongkong via Manila on the 14th
inst.

The P.M. s.s. Manchuria, voy. 36,
will be dispatched from this port at 1
p.m. on Tuesday December 17th, for
San Francisco, via Shanghai, Nagasaki,
Kobe, Yokohama and Honolulu.

The Yokohama Office of the T. K. K.
has received wireless intimation that the
Silk carried by the s.s. Tenyo Maru
arrived in New York on the 7th inst.,
4 days and 28 hours after arrival at
San Francisco.

CANADIAN MAIL.

The C.P.R. str. Empress of India
left Vancouver, B.C., for Hongkong
(via usual ports of call) on the 23th
November, a.m.

The C.P.R. s.s. Empress of Japan,
which left here on the 16th November,
arrived at Vancouver, B.C., on the 6th
inst., at midnight.

GERMAN MAIL.

The I.G. M. str. Kleist, carrying the
German mails with dates from Berlin of
the 18th November, left Singapore on
the 8th inst. at 8 a.m. and may be ex-
pected here on or about daylight on the
18th inst.

AUSTRALIAN MAIL.

The E and A. str. St. Albans, from
Sydney, left Port Darwin on the 2nd
inst. for Timor, Manila and Hongkong.

The N. Y. K. s.s. Yawata Maru
Australian Line, left Sydney for this
port via ports of call on 27th November,
and is expected here on the 18th
December.

MERCHANT STEAMERS.

The s.s. Shimoda sailed from New
York on the 24th inst., for Far East,
via the Straits.

The T. K. K. s.s. Kiyo Maru, left
Manzanillo for Hongkong on the 29th
Nov. and is due in Hongkong on the
18th January.

The str. Lovat, left Singapore on the
8th inst., a.m., and is therefore due
here on or about 12th inst.

The str. Kansas, passed the Suez
Canal on the 8th December, and is due
here on or about 3rd January.

The P. & O. S. N. Co.'s s.s. Noran,
left Singapore for this port on the 8th
inst. at 7 a.m. and is due here on the
14th inst. at about 5 p.m.

The I.-O. S. N. Co.'s s.s. Kumsang,
from Calcutta and Straits, is due at
Hongkong on the 17th inst. and leaves
for Japan on the 20th inst.

The I.-O. S. N. Co.'s s.s. Hopesang,
from Java, is due at Hongkong on the
11th inst.

The I.-O. S. N. Co.'s s.s. Lianshang,
from Chefoo, is due at Hongkong on
the 11th inst., and leaves for Shanghai
on the 17th inst.

The I.-O. S. N. Co.'s s.s. Suissang,
from Java, is due at Hongkong on the
16th inst.

The I.-O. S. N. Co.'s s.s. Kwongsang,
from Shanghai, is due at Hongkong on
the 18th inst., and leaves for Shanghai
on the 17th inst.

The I.-O. S. N. Co.'s s.s. Namsang,
from Moji, is due at Hongkong on the
14th inst.

The Shire Line s.s. Pembroke, from
London, is due at Hongkong on
the 15th inst. She left Singapore on
the 8th inst.

The Indra Line s.s. Indramayo, from
New York, is due at Hongkong on the
23rd inst. She passed Canal on the
26th ult.

The B. I. S. N. Co.'s s.s. Upada,
from Singapore, is due at Hongkong on
the 17th inst., and leaves for Japan on
the 20th inst.

VESSELS IN PORT.

STEAMERS.

Asia Maru, Jap. s.s., 1,588, Noshi, 7th
Dec.—Chefoo 30th Nov.
Gen.—Chienso.

Cham Josen, Ger. s.s., 1,103, A.
P. Ulstrup, 7th Dec.—
Machon 6th Dec. Gen.—J.
& Co.

Derwent, Br. s.s., 1,614, J. Jenkin,
28th Nov.—Samarang 10th
Nov. Sugar.—Man Fat.

Dunfar, Nor. s.s., 1,102, J. Bing, 8th
Dec.—Bangkok via Swatow
8th Dec. Gen.—Kin Tai
Loong.

Frithjof, Nor. s.s., 891, O. Anderson,
8th Dec.—Trigstad 1st Dec.
Coal.—A. T. & Co.

H. Jene, Ger. s.s., 771, J. Josen, 8th
Dec.—Hollow 6th Dec.
Gen.—J. & Co.

Holbow, Br. s.s., 987, McCulloch, 10th
Dec.—Amoy 7th Dec.,
Ballast.—B. & S.

Japan, Br. s.s., 2,798, O. P. Seddon
4th Dec.—Moji 29th Nov.
Coal and Gen.—D. S. & Co.

Kohsichang, Ger. s.s., 1,193, Roscher,
8th Dec.—Hollow 7th Dec.
Gen.—M. B. K.

Kashibg, Br. s.s., 1,143, Ross Lewis,
6th Dec.—Canton 8th Dec.
Rice.—B. & S.

Kiang Ping, Chl. s.s., 1,222, Udden,
8th Dec.—Canton 7th Dec.
Gen.—Chienso.

Kjeld, Nor. s.s., 890, T. Hallen, 7th
Dec.—Hollow 5th Dec.
Store.—A. T. & Co.

Laertes, Br. s.s., 1,820, Wawn, 6th
Dec.—Saloon 22nd Nov.
Gen.—Wo Fat Sing.

Lord Curzon, Br. s.s., 2,887, P. G.
Henrickson, 2nd Dec.—Moji
26th Nov. Flour, etc.—Or-
der.

Loong Sang, Br. s.s., 1,088, Leak,
10th Dec.—Manila 7th
Dec. Gen.—J. M. & Co.

Lord Derby, Br. s.s., 2,401, H. Fellow,
5th Dec.—Seattle via Manila
2nd Dec. Gen.—B. L.

Manchuria, Am. s.s., 8,750, A. Dixon,
7th Dec.—San Francisco 8th
Nov. Mail and Gen.—P. M.
S. S. Co.

Marie, Ger. s.s., 1,200, H. Schalkhler,
6th Dec.—Hollow 7th Dec.
Gen.—J. & Co.

Mathilde, Br. s.s., 881, G. Schalkhler,
9th Dec.—Hollow 7th Dec.
Hollow 8th Dec. Rice and
Gen.—J. & Co.

Monteagle, Br. s.s., 3,952, F. L.
Davison, 8th Dec.—Van-
couver 7th Nov. Flour and
Gen.—O. P. B. Co.

Ningpo, Br. s.s., 1,228, Plohard, 10th
Dec.—Canton 9th Dec. Gen.—
B. & S.

On Sang, Br. s.s., 1,787, Garle, 6th
Dec.—Canton 6th Dec. Gen.—
J. M. & Co.

Sabine, Rickmers, Dutch s.s., 575,
De Vries, 7th Dec.—Swatow
8th Dec. Bulk Oil.—A. P. &
Co.

Taton, Br. s.s., 891, Trilbar, 9th
Dec.—Olingwan 2nd
Dec. Coal.—Order.

Telemachus, Br. s.s., 1,840, Fraser,
8th Dec.—Saloon 2nd Dec.
Gen.—Wo Fat Sing.

Tenri Maru, Jap. s.s., 2,066, Nakao,
10th Dec.—Milke 4th Dec.
Coal.—M. B. K.

Unda, Br. s.s., 879, O. P. Arnold,
28th Nov.—Dahly 4th Dec.
Nov. Ballast.—A. P. & Co.

Wakamatsu Maru, Jap. s.s., 1,722,
Aikawa, 10th Dec.—Waka-
matsu 4th Dec. Coal.—
M. B. G. K.

MARKET PRICES.

肉食

肉食

尾 扒
 鹹 肉
 肉 肉
 牛 蹄
 牛 肉
 牛 柳
 牛 腦
 牛 腦
 牛 腦
 鹹 牛
 牛 頭
 牛 肩
 牛 牛
 牛 腰
 牛 尾
 牛 牛
 牛 肚
 牛 子
 羊 牌
 比 手
 猪 腦
 猪 腦
 猪 腦
 猪 心
 猪 心
 猪 肝
 猪 排
 鹹 骨
 猪 頭
 腰 肝
 仔 仔
 生 牛
 生 牛
 生 牛
 仔 仔
 仔 仔

And

仔鷄 鳩蛋 南野 鯨仔 鵝鵝 白鴿 花鐘 水鴨 水鴨
 上 海鰲 海黃 兔 四山 山口 糖禾 沙火 火海 水鴨

PLATE 1

[illegible]

FRUITS

菓子

[illegible]

精武

了治
澳門邊
上海
韭菜角
豇菜
紅膏
茄菜
紅芥
菜
柳菜
菜
柳菜
柳菜
金唐
洋乾
紅芹
花
瓜
苦
新

大
中
細

老
提

COMMERCIAL

Gula-Kalumpong Rubber Estates.

We learn from Messrs. Ilbert and Co., Ltd., Shanghai, secretaries of the Gula-Kalumpong Rubber Estates, Ltd., that they have received the undermentioned wire from the London secretaries:—

Rubber of all grades sold at auction.....7,2001bs

Average price obtained.....4s.4d.

Shares quoted, middle price.....£112.8

Para quoted at.....4s. 6.1-2d

Mining Industries In Fukien.
A number of wealthy merchants who have returned from abroad are taking an active interest in the mining industries in Fukien. Investigation parties have been organized to travel through the province in search of the whereabouts and kinds of mineral mines, and steps have been taken to organize a large mining corporation with sufficient capital to

make it a success, says the Foreign Daily News." The mines at Chenho, the tin mines at Lsiyang, so, and the iron mines in Lung peuchow will be operated as soon as the Fukien Government has given its sanction and the necessary arrangements can be made. The Shanghai-Ningbo Railway

The construction of the Ningpo Shanghai Railway is proceeding apace at this end of the line, writes a Ningpo correspondent. Metals have been laid to a distance of about fifteen li, and a construction train is kept busy in the transport of material.

The station platforms are being put into shape, and it is reported that trains will be running to Shaoshing early in the summer of next year. It is difficult to obtain accurate information as to the condition of the fund-

Much of the money promised for the shares issued two years ago has certainly not been forthcoming, and recent endeavours to get more shares taken up have not been successful. No beginning

important bridge over the Pa-
kuan river, but it is at least like
that at the present rate of pro-
gress trains will be running ne-
year between Ningpo and Yuya
Germany and Standard Oil.

Washington, Oct. 21.—The Washington Post, voicing certain section of the American Press, advises the State Department to deal firmly with Germany in the reported action of the German Government in ousting

the Standard Oil Company from Germany. That country's action in excluding American meat products, is cited as a proof of its violation of treaties and its disregard of American rights. "In tariff matters," say the Post "Germans are not to be trusted."

many sets up to be a law unto herself, shutting out everything that tends to stop her producers from selling at famine prices, and acting on behalf of her exporters every inch of advantage under the Emergency Nationalization

Germany has been a chronic and defiant offender against American laws and interests, and we must be sure that if this Government has adopted a policy of retaliation the American people will look on

Important New Zinc-Refining Process.
It is reported, says the "Japanese Daily Herald," that the patent right, registered in America, of

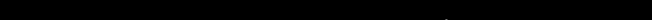
zinc-refining process discovered by Mr. Miyazawa, engineer of the Zinc Electric Refining Co., Kojimachi, Tokyo, has been purchased by an American syndicate for Y3,000,000. According to Mr. Miyazawa's method, refining ex-

penses are curtailed by Y60 per ton. He discovered the new method of refining and secured patent rights in Japan in 1909. The Mitsui Mining Co. obtained a transfer of patent rights as far as they concerned Gifu and

Toyama prefecture, and constructed a refinery at a cost of ¥7,000,000. The business at the refinery is reported to be very successful. Subsequently Mr. Miyazawa obtained patent rights in Great Britain, Germany,

America; France, Canada, Australia, and Belgium. Americans, realizing the advantages of the process, recently approached the engineer for the transfer of the patent rights in America and

have concluded a provisional contract. American experts are expected to visit the factory of Miyajima to study the process in March next.



The prices necessarily vary from day to day, and the Sanitary Board has no power to compel stallholders to sell at the prices quoted

W. BOWEN-BOWLANDS,
Secretary Sanitary Board

COMMERCIAL.

Singapore Exchange.

December 2, 1912.	
On London—Bank 4m/s 2/4.13-32	
Demand — 2/4.32	
Private 6 m/s 2/4.7-8	
3m/s 2/4.10-16	
On Germany—Bank 4m/s 238.1-2	
Private 3 m/s 242.1-2	
On France—Bank 4m/s 294	
Private 3 m/s 299	
On India—Bank T.T. 174.1-4	
Private 30 d/s 175.3-4	
On Hongkong—Bank 4m/s 10.1-2	
Private 33 d/s 11.1-2	
On Shanghai—Bank 4m/s 80.3-8	
Private 33 d/s 81.3-8	
On Java—Bank T.T. 140.1-2	
Private 30 d/s 142.1-2	
On Japan—Bank 4m/s 113.3-4	
Sovereigns—buying rate \$8.54	
India Council Bills last issue	1/4.1-16
India Council T.T. last issue	1/4.3-32
Discount 3ms	4.0-16
Bank of England discount rates	5 p.o.
Bar silver in London	20.3-8

Cotton Trade Outlook.

Mr. William Tattersall, of Manchester, in his cotton trade circular dated 19th November, says that, compared with a month ago, the outlook for supplies of raw material is hardly so favourable, and this is an important matter to Lancashire spinners and manufacturers. It is probable that the American crop this season will be smaller than the consumption through the world, and the supplies in hand will have to be drawn upon. There is every prospect, however, of the Egyptian crop being the largest ever recorded, and a large output in India is anticipated.

Manufacturers of piece goods have plenty of work to go on with, and sufficient business is now coming round to maintain the strong position.

Spinners of yarn are being greatly hampered by the raw cotton situation, but the margin in most counts and qualities is encouraging, and the consumption in twist and welt tends to increase. The prospects for spinners may be described as healthy.

According to an analysis of the stock-taking results of three large spinning companies, the profit on share capital is 21.15 per cent. per annum, and the profit on share and loan capital combined is 10.42 per cent. per annum after allowing interest on loans.

Hevea (Johore) Rubber Plantations.

The report of the Hevea (Johore) Rubber Plantations, Limited, for the period to June 30 states that, out of the profit of £1,546, it is proposed to write off £1,505 from the preliminary expenses, and carry forward the balance of £41 to this year's trading. The area under cultivation at June 30, 1911, was: Rubber, 1,212 acres; fibre and pineapples, 34 acres; total, 1,246 acres; and at June 30, 1912: Rubber, 1,394 acres; pineapples, 385 acres; total, 1,779 acres; showing an increase of 533 acres during the year. The planting of fibre has been discontinued, and the pineapples are now coming into bearing. Since the accounts have been made up the board have received advice of the sale of the first consignment, which shows that at present prices a good profit will accrue from this cultivation on the land unsuitable for rubber. During the year 28,020 lbs of rubber have been harvested, as against 3,412 lbs in the previous year, and an estimate of 11,137 lbs in the prospectus. The company's new manager estimates a crop of 4,000 to 5,000 lbs per month during the current year, and the directors therefore expect that the 41,877 lbs estimated when the company was formed will be exceeded. The net average price realised was 3s. 11.55d. per lb, and the cost f.o.b. 2s. 8.02d. per lb. As more trees come into the tapping stage the cost of production will be lowered. Machinery for dealing with the increased crop has already been ordered, and this will reduce the present cost of manufacture and diminish the large percentage of scrap which has been produced during the current year owing to the want of proper machinery for treating same. The health of the coolies remains good, and the labour force is now being well maintained.

Japan Branch of Franco-Japanese Bank.

The Japan branch of the Franco-Japanese Bank was opened for business in the premises of the Industrial Bank of Japan in Tokyo on November 26.

Shanghai Bulletin.

December 6, 1912.

Bar Silver ... d. 20.5-8

Market Rate, Tls. 73.59

Native Bank ... 73.7875

Copper Cash ... per Tls. 1.747

Shanghai Gold Bars S'hai Tls. ...

Bar Silver ... Tls. ...

Native Interest ...

Sovereigns, Bk's. ...

Buying rate, 6.84 \$20

Banque de l'Indo-Chine ...

The "Bulletin Financier" ...

states that according to information from Japanese sources, divergences of view have arisen between the New Franco-Japanese bank, and the Banque de l'Indo-Chine. According to certain rumours the Franco-Japanese bank is said to have quite recently decided to carry its activities to the whole of China, whilst since its formation, it had been decided that it would only do business with Japan, Korea and Manchuria, so as not to enter the sphere of action of the Banque de l'Indo-Chine.

Leave for Hongkong.

Lieut. H. de R. Morgan, The Buffs, Singapore, has been granted leave from December 6 to January 1, with permission to proceed to Hongkong. Lieut. E. J. Stover, 3rd Brahmins, has been granted leave from Singapore from December 6 to January 1, with permission to proceed to Hongkong.

Notices

NOTICE.

IN THE MATTER OF R. W. PALEY, DECEASED.

NOTICE IS HEREBY GIVEN that authority has been granted by His Britannic Majesty's Supreme Court for China to JAMES WILLIAM JAMIESON, Esquire, C.M.G., H.B.M. Consul General at Canton, to administer the estate of the above-named (late of the Chinese Maritime Customs) who died at Hongkong on October 28th, 1912.

All persons having claims against the said estate are hereby required to send particulars of such claims to the undersigned on or before the 10th day of January, 1913, after which date the assets will be distributed having regard only to claims of which notice shall then have been given, and NOTICE IS HEREBY GIVEN that all persons indebted to the said estate are required to make immediate payment to the undersigned.

J. W. JAMIESON,
H. B. M. Consul General,
Canton, December 9th, 1912.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP...£1,350,000.)

Loans on Mortgage of House Property &c.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Underwritten and Executed.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 19th March, 1908

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 16th August, 1901

THE FAMINE IN CHINA.

EIGHT FAMINE DISTRICTS with an area of 30,000 square miles.

TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. C. GULLAND, Esq.,

Manager, International Banking Corporation, Ltd.,

Hongkong, 24th January 1913

Entertainments

THEATRE ROYAL.

Under the Distinguished Patronage of His Excellency Sir Henry May, K.C.M.G. and Commodore Anstruther, C.M.G.

THE BOATSWAIN'S MATE

A Comedy in One Act

by W. W. JACOBS

To be preceded by A Grand Variety Entertainment.

FRIDAY AND SATURDAY

the 13th and 14th Dec.

Commencing at 9.15 p.m.

Prices 5s, 2s, and 1s.

Soldiers and Sailors in Uniform

half price to Gallery.

Proceeds to be devoted to Local Charities.

Booking at MOUTRIE & CO.

AVIATION

MEETING

HONGKONG.

Under the Patronage of His Excellency the Governor

SIR HENRY MAY.

Mr. M. KOUZMINSKY.

The famous aviator.

Who will give exhibition flights on his Blériot Machine

SATURDAY AND SUNDAY

14th and 15th, 1912.

Watch for further announcements.

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Banks

INTERNATIONAL BANKING CORPORATION.

Head Office—40, Wall Street, New York.

London Office—4, Abchurch Lane, E.C. 4.

BRANCHES:

Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve—\$100,000,000 (Gold).

EVERY DESCRIPTION OF BANKING BUSINESS TRANSACTED.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 1/2 per annum, or for shorter periods, at rates, which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE AND SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912.

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1881.

AUTHORIZED CAPITAL Yen 48,000,000

PAID-UP CAPITAL ... 30,000,000

RESERVE FUND ... 17,500,000

Head Office—YOKOHAMA.

Branches: Antung-Hsiao, Bombay, Calcutta, Changchun, Dairen, Fengtien, Harbin, Hankow, Honolulu, Kobe, Liao-Yang, London, Lyons.

Agencies at: Nagasaki, New York, Osaka, Peking, Ryojun Port (Arthur), San Francisco, Shanghai, Tientsin, Tokyo.

INTEREST ALLOWED ON CURRENT ACCOUNT.

Deposits received for fixed periods at rates to be obtained on application.

TAKESU TAKAMICHI, Manager.

Hongkong, 1st April, 1912.

Entertainment

VICTORIA THEATRE.

THE PIONEER PLACE OF ENTERTAINMENT OF HONGKONG.

2 Performances: 7.15 Pictures only. 9.15 Full Programmes.

Matinees: Wednesdays & Holidays ... 6 p.m. Saturdays ... 4 p.m. Sundays ... 5 p.m.

Magnificent Films, TO-NIGHT

D. but of the Charming American Songstress, HOWARD SISTERS

Popular Prices.

Notices

PEAK TRAMWAY CO. LIMITED.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 min.

8.00 a.m. to 10.00 a.m. ... 10 min.

10.00 a.m. to 11.00 a.m. ... 15 min.

11.00 a.m. to 12.45 p.m. ... 15 min.

12.45 p.m. to 1.15 p.m. ... 10 min.

1.15 p.m. to 1.45 p.m. ... 15 min.

1.45 p.m. to 2.15 p.m. ... 10 min.

2.15 p.m. to 5.00 p.m. ... 15 min.

5.00 p.m. to 8.10 p.m. ... 10 min.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.00 p.m. every 15 minutes.

SUNDAYS.

7.30 a.m. to 10.30 a.m. every 15 min.

10.30 a.m. to 11.00 a.m. ... 10 min.

11.45 a.m. to 12.30 noon ... 15 min.

12.30 noon to 1.00 p.m. ... 10 min.

1.00 p.m. to 6.00 p.m. ... 15 min.

6.00 p.m. to 6.30 p.m. ... 10 min.

6.30 p.m. to 7.00 p.m. ... 15 min.

7.00 p.m. to 8.10 p.m. ... 10 min.

NIGHT CARS at on Week Days.

SATURDAYS.

Extra Cars at 11.45 p.m.

SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 3rd Nov., 1911.

NOTICE.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

A PAPER will be read at the rooms of the above Institution by Mr. J. S. Chapman on "The efficiency of the propelling system" on Friday evening December 13th at 9 p.m.

All members and others interested are invited to attend.

Mr. J. REID, Chairman.

Official Manager.

Taifoo 2045.

Banks

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL—\$10,000,000.

RESERVE FUND—\$10,000,000.

Silver—\$10,000,000.

RESERVE LIABILITY OF PRO. \$10,000,000.

COURT OF DIRECTORS: E. Shullim, Esq.—Chairman.

F. H. Armstrong, Esq.—Deputy Chairman.

G. H. Dodwell, Esq. W. L. Patterson, Esq.

G. H. Dodwell, Esq. J. A. Plummer, Esq.

G. H. Dodwell, Esq. G. H. Dodwell, Esq.

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G. H. Dodwell, Esq. G. H. Dodwell, Esq.

G. H. Dodwell, Esq. G. H. Dodwell, Esq.

PEARL FISHING.

Expert Describes the Methods Employed.

Mr. F. M. Beltran, who is one of the foremost pearl experts in the East, and who controls a fleet of two schooners and twenty two luggers, gave an interview to a representative of the Hongkong "Telegraph" to-day.

"Yes, the better part of my life has been spent in fishing for pearls," Mr. Beltran said, "and the grounds that I have the most success on with my fleet have been off Broome, Western Australia, and among the Islands of the Dutch East Indies, also off Ceylon, and to the Southward by the Tenimber Islands (Timor Laut.)

"My two schooners are of eighty, and one hundred and thirteen tons respectively, and the total number of men employed, including the luggers' crews, is 175.

"A lugger's crew consists of six men, viz: one diver, one diver's tender and four deckhands. The nationalities of the men that I employ consist of Malays, Japanese, Manilamen and South Sea Islanders (Kanakas). The latter are magnificent specimens of manhood, all of them over six feet in height, strong, very willing and goodnatured; the one thing that they must be kept from is liquor, because, if they can get it, they become dangerous, and very difficult to handle with anything but a heavy club under the ear. I have had very little trouble with them because I have seen to it that they could not obtain drink.

"Now as to the work itself," Mr. Beltran continued. "The deepest water that we work in averages from 14 to 18 fathoms. We have tried working at 30 fathoms, but the tremendous pressure paralyzed some of our boys, and we had to give it up. Even at 18 fathoms the diver never stays down over five minutes, and comes up exhausted then. The average take of shells for the fleet for the season is between eight and ten tons of shells, and the percentage of finds of pearls is usually a good one.

"Of course," Mr. Beltran continued, "Some grounds are better than others, and there is a tremendous amount of 'luck' in the business. The Australian government licence to fish for pearls is 21 per schooner, or lugger, per season, and this enables us to operate anywhere in their waters.

"An average diver can bring up from 20 to 30 pairs of shells to each dive, and he works on a 'lay' (or salary) of £2.00 to £3.00 for each hundred pairs of shells that he brings up. He receives besides a commission of from £20.00 to £30.00 per ton of his shells, according to the value of the pearls found in his catch.

"The Japanese are by far our most hardworking divers. One instance that I have in mind is that of a tiny little fellow who averaged a commission pay of £80.00 a month! His endurance was marvellous, and his average stay under water, at 12 fathoms, was a half day!

"The diving apparatus that we use is manufactured by Hienke and Company, of London, and I find it most satisfactory. Other divers use Siebe and Gorman's outfit, but not to any great extent.

"When asked about the gradations and values of pearls, our informant answered:

"We have with the fleet what is known as 'the Pearl Manager', who estimates the value by the use of a little instrument that resembles a sieve. There are all sizes of holes dotted over a flat surface, and by shaking a handful of pearls over it each pearl falls into a hole. By long experience we have found that each hole represents a certain number of grains in weight, and by this simple device we are able to determine the value of the pearls.

are packed in cotton wool, placed in sealed tin boxes, insured, and sent by parcels post to London. Some go to Paris, but our best market has always been London.

"It is erroneous to believe, as so many people do," Mr. Beltran continued, "that pearls are immediately sold on their arrival. You would be surprised to know the great quantities that are kept in hand so as to match up necklaces, earrings and pendants. Each new consignment may bring the one pearl that will fit in lustre, colour and size for some big standing order that Tiffany or Cartier (of Paris), or numberless other large firms, have for some rich customer. And so it goes, the expert buyers of the world matching and exchanging.

"The pearling season in the South Seas commences in April and ends in November. The other months are impractical to work in because of the stress of weather, — typhoons and severe storms."

"The best pearl I ever caught? — It was a beauty, weighing 130 grains, perfectly round and valued at £3,000; but I did get one that was as large as a pigeon's egg, pear shaped, perfect as to colour and skin, but it was unfortunately marred by a few black specks. Had it been absolutely perfect it would have been worth £20,000. That was the largest pearl that I have ever seen, and it came from an oyster that weighed 8 pounds. The average weight of each pair of shells, (they are always in pairs), is from 12 to 14 pounds, so you can see that prying them off the bottom is no easy work for the diver! There are roughly 400 pairs to the ton."

In reply to a question of whether he had ever had any trouble with the Dutch, Mr. Beltran laughed as he replied: "Three of their little gunboats followed us all over the place, one chased reason, but I divided my fleet and we scattered all over, each lugger doing its own fishing where and when it could. The Lombok war in Sumatra broke out then and they had perforce to let us alone and to get to the scene of action. Their complaint was that we were fishing inside of the three mile limit! So we were, because off shore the average was 100 fathoms of water! After they left us, in three weeks we cleaned up with only nine luggers, 22 tons of shells and cleared £50,000 worth of pearls. It was exciting work, dodging about the Islands, continually on the watch, and we were glad enough to get into Port Darwin, instead of landing in the jail at Batavia (Java).

"The other half of my fleet went to the Mergui (Burma) grounds and thence to the Tenimber Islands, and did very well. In the Dutch Indies we had our best success round the islands of Aru and Ke, fishing in comparatively shallow water, with any quantity of shell.

"We had the Sultan of Aru's permission to fish in his waters, so the Dutch could not touch us there though they lay off shore, hoping that we would be foolish enough to come outside! Not we!" Mr. Beltran is staying in the colony for a short vacation.

A GAMBLING RAID.

Policeman's Account of Pocket Picking.

Sergeant Cooper had ten men arrested yesterday evening, at 1, Yit Hong Lane, for gambling. At the Police Court, this morning, only nine appeared before Mr. O. D. Melbourne, one esteeming his bail of \$5. One man was charged with keeping the house for gaming purposes, and he was represented by Mr. Otto Kong Sing.

In the address for the defence, Mr. Otto Kong Sing said that his client was actually in another part of the house altogether from that part in which they were told the gambling took place. He submitted that his client was not the keeper and was entitled to be dismissed.

One of the defendants alleged that a policeman put his hand into his pocket and took out three dollars in small coin (laughter). He could not recognise the policeman.

The first defendant has discharged and also the last whilst the others were fined \$2 each.

POST OFFICE.

MAILS ARRIVED TO-DAY. Calcutta etc., s.s. Kotang, Japan, s.s. Empire. Manila, s.s. Koyla. Coast Ports, s.s. Haiyang.

MAILS VIA SIBERIA.

Left London Shanghai Nov. 22 Dec. 7 Nov. 23 Dec. 9

MAILS DUE.

German, Kleit, 13th inst. Siberia, Yushun, 13th inst. American, Ohio Maru, 15th inst.

The s.s. Kleit with the German Mail left Singapore on Sunday the 8th inst., at 8 a.m. and may be expected here on Friday 13th inst. at daylight. The s.s. Yushun is expected to arrive here on Friday the 13th inst., with the London Mail (via Siberia) of Saturday the 23rd inst.

MAILS CLOSE.

Katchinotzu and Seattle—Per Lord Derby 12th Dec., 9 a.m. Hongkong—Per Tungshing, 12th Dec., 9 a.m.

Swatow and Siam—Per Dinter, 12th Dec., 10 a.m. Straits and India via Calcutta—Per Japan, 12th Dec., 11 a.m. Shanghai, North China and Japan via Kobe—Per Ceylon-maru, 12th Dec., 11 a.m.

Vacao—Per Sui Tai, 12th Dec., 1.15 p.m. Shanghai and North China—Per Chenan, 12th Dec., 3 p.m. Shanghai, North China and Japan via Kobe—Per Katsang, 12th Dec., 5 p.m.

Swatow, Amoy, Formosa via Anping—Per Soshu-maru, 12th Dec., 5 p.m. Swatow, Amoy and Foochow—Per Haiyang, 12th Dec., 5 p.m.

Philippine Islands, Timor, Australia Tasmania and New Zealand via Port Darwin—Per Empire, 13th Dec., 10 a.m. Macao—Per Sui Tai, 13th Dec., 1.15 p.m.

Shanghai, North China, and Japan via Kobe (Europe via Siberia)—Per Kleit, 13th Dec., 4 p.m.

Shanghai, North China, Japan via Moji, United States, South America and Canada via Vancouver (Europe via Siberia)—Per Montague, 13th Dec., 6 p.m.

Straits and Sourabaya—Per Fanang, 14th Dec., 11 a.m. Batavia, Semarang, Sourabaya and Macassar—Per Tjiuwang, 14th Dec., noon.

Japan via Yokohama—Per Tjipanas, 14th Dec., noon. Philippine Islands—Per Loonsang, 14th Dec., 1 p.m. Macao—Per Sui Tai, 14th Dec., 1.15 p.m.

Shanghai and North China—Per Lian, 14th Dec., 5 p.m. Swatow—Per Heiman, 15th Dec., 9 a.m.

Swatow, Amoy, and Formosa via Tamsui—Per Daigi-maru, 15th Dec., 9 a.m. Macao—Per Sui Tai, 15th Dec., 1.15 p.m.

Swatow, Amoy and Foochow—Per Haiyang, 15th Dec., 5 p.m. Shanghai and North China—Per Kwongtang, 17th Dec., 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Letters posted in this office for the first clearance will be included in this contract mail.) (Late Letters 11.00 a.m. to noon. Extra Postage 10 cents).—Per Ernest Simons, 17th Dec., 11 a.m.

Philippine Islands—Per Rubi, 17th Dec., 3 p.m. Philippine Islands—Per Taming, 17th Dec., 3 p.m.

Straits and India via Calcutta—Per Yat-hi g. 18th Dec., 11 a.m. Sandakan—Per Mausang, 19th Dec., 3 p.m.

Swatow, Amoy and Foochow—Per Hailan, 19th Dec., 5 p.m.

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SHIPPING NEWS.

ARRIVED.

Empire, Br. s.s. 2,948, G. McArthur, 10th Dec.—Kobe 5th Dec., Gen.—G. L. & Co. Haidis, Nor. s.s. 1,065, J. Jorgensen, 10th Dec.—Sourabaya 29th Sugar—T. & Co.

Katsang, Br. s.s. 3,109, R. O. D. Bradley, 10th Dec.—Singapore 4th Dec., Gen.—J. M. & Co. Daigi Maru, Jap. s.s. 846, Y. Somekawa, 11th Dec.—Tamsui, Amoy and Swatow 8th Dec., Gen.—O. S. K.

Haiyang, Br. s.s. 1,882, E. Hodgins, 11th Dec.—Fochow, Amoy and Swatow 10th Dec., Gen.—D. L. & Co.

Chenan, Br. s.s. 1,850, Jones, 11th Dec.—Canton 16th Dec., B. & S. Soshu Maru, Jap. s.s. 1,119, K. Tashiro, 11th Dec.—Canton 10th Dec., Gen.—O. S. K.

Yatabing, Br. s.s. 1,424, Anderson, 11th Dec.—Moji 4th Dec., Gen.—J. M. & Co. Chani, Br. s.s. 1,236, Simons, 11th Dec.—Haiphong 9th Dec., Gen.—B. & S.

Ceylon Maru Jap. s.s. 8,142, Tozawa, 11th Dec.—Singapore 3rd Dec., Gen.—N. Y. K. Kourat, Rus. s.s. 8,251, Padalka, 11th Dec.—Wladivostok and Lankmanoff.

Atsuld, Rus. cruiser, 14,000, Teshe, 11th Dec.—Shanghai 8th Dec.

CLEARANCES AT THE HARBOUR OFFICE.

Dec. 10. Sigan, for Haiphong. Indo-maru, for Moji.

Dec. 11. Haimun, for Canton. Shanghai, for Shanghai. Derawong, for Bangkok. Jara Jansen, for Canton. Maria, for Swatow. Ichang, for Shanghai. Kuchikow, for Canton.

DEPARTED.

Dec. 11. Daiko-maru, for Tientsin. Visshu-maru, for Canton. Prinzess Alice, for Hamburg. Prinz Waldemar, for Yokohama.

Nile, for London. Tunchow, for Saigon. Felatad, for Swatow. Ariake-maru, for Milke. Saimun, for Swatow. Okara, for Japan. Ichang, for Amoy. Saigon, for Haiphong.

Seibon-maru, for Ocean Island. Saigon-maru, for Dalay.

PASSENGERS ARRIVED.

Per s.s. Katsang, arrived 10th inst. from Singapore: Golik, W. G. Lazloft, Mrs. Carroll, Mr. and Porter, H. Mrs. J. Lambie, A. E. Carroll, Miss R. Watson, J. Carroll, Master J.

PASSENGERS DEPARTED.

Per s.s. China, sailed on 10th inst. for San Francisco, etc.: Arrville, Miss E. Jaspersen, Miss M. Alay, Cupt. and Jung Kaing-yami. Mrs. A. C. u.s.s. Jefferys, Mrs. and Adams, R. O. Mrs. E. J. Aho, W. Kwan G. Teng. Bidde, Mr. and Leroy, Mr. and Mrs. G. A. F. Mrs. O. Baugh, H. G. Leong Koon. Cook, Miss K. M. Lulu Sui. Chan Can. Leong Shee, Mrs. Lum, I. A. Cuntje, Mr. and Mrs. McKeon. Marcell, H. W. J. Cheesbrough, G. P. Nichols, Lieut. B. Campbell, W. Nicol, Lieut. Conlin, D. Comdr. D. B. Chan Hai-han. Oroslogio, Lieut. A. Phillips, Miss M. arson, Miss M. Poppers, Antonio. Carratelo, H. Quan Hin, Mr. J. C. Quan Chew. Davis, W. A. Stone, Miss E. Escamaco, Master Slemmond, Mrs. I. I. Field Mr. and Mrs. Strand, Joseph Smith, Chas. Finerley, Miss D. Spence, Mrs. D. Firebaugh, W. O. P. Fox, A. C. Test, Mr. and Mrs. Th. E. Mrs. R. Hongland, W. A. Tipton, Mr. and Mrs. He Liang Muk. Mrs. W. H. Hill, Ed. Tooy Fun, Mr. Hani, R. S. Takenohi, T. How Yem. Wilson, R. Holmes, J. Wong Shiu. Joe Yee. Wong Wg.

Per s.s. Nih, sailed on 11th inst. for London: Betts, Mr. & Mrs. Crisp, Eng. Lieut. J. H. Fette, Miss Mai, J. H.

SHIPS PASSED THE CAVAL.

London, November 15. Arrivals from China:—Hitachi Maru, Yonnan. The following vessels have passed the Canal:—Benlawers, Canton, Nem, Pombrookshire, Ping Bay, Demodocus, London, November 19. Arrivals from China:—Antenor, Belarvia, Monclans, Pabo. The following vessels have passed the Canal:—Glenloch, Glenloch, Yonnan, Yung Tze, Yung Below.

WEATHER REPORT.

On the 11th at 11.10.—The anticyclone has weakened slightly. Other conditions remain practically unchanged. The monsoon will moderate to the north of Foochow, but remain fresh over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

Distric. Forecast. 1 Hongkong and Neighbourhood N.E. winds, moderate to strong N.E. gale, moderating. 2 Formosa Channel Strong N.E. gale, moderating. 3 South coast of China between Hongkong and Lamook No. 1. 4 South coast of China between H'kong & Hainan. The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

11th December, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
W'atsook	7 a.m.	30.52	78	88		0 b	
Namro	6 a						
Hakodate							
Tokio							
Kobe							
Nagasaki							
K'shima							
Oshima							
Naha							
Ishijima							
Bonin Is.							
Cheloo							
W'haiwei		30.55	82	91	sw	2 c	
Hankow							
K'iating							
Shanghai		30.50	44	92	ns	1 o	
Guntau		30.35	60			1 ov	
Sharp P.		30.42	58			2 c	
Amoy		30.41	57	75		2 b	
Swatow		30.32	59	82		1 b	
Taihook		30.34				4	
Taichu		30.30				0	
Tainan		30.27				4	
Koshu		30.20				10	
P'dores		30.28				10	
Canton		30.28				8	
H'kong		30.29	58	82		0 c	
V. Pak		30.27				5 c	
Gap Rock		30.25				2 c	
Macao		30.37	55	72		4 o	
W'uhow							
Pakhoi		30.28	63			8 o	
Phu Lien		30.06	72			6 o	
Tourane		29.97	72			2 b	
O. St. J.		30.10				1 b	
Apari		29.99				1 o	
Manila		29.95				2 b	
Legaspi		29.95				2 b	
Bacolod		29.91	73			1 b	
Cebu							
Labuan		29.87	84				

T. F. CLAXTON, Director.

Hongkong, Observatory, Dec. 11. 1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths. 2 Temperature, in the shade, in degrees Fahrenheit. 3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100. 4 Direction of Wind, to two points. 5 Force of Wind, according to Beaufort Scale. 6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew (wet). 0 Rain in inches, tenths and hundredths.

METEOROLOGICAL.

Previous	Day	On Date	On Date
Barometer	30.27	30.88	30.37
Temperature	84	80	67
Humidity	80	72	55
Wind Direction	NNE	N	E
Force	1	1	2
Weather	o	o	c
Bain			
Highest open air Temperature on the 24 h. lower			
H.K. Observatory, 10th Dec. 1912.			
T. F. CLAXTON, Director.			

TIDE TABLE.

Dec 10th to 16th Dec., 1912.	High Water	Low Water
Dec 10	10 31	4 34
Dec 11	11 05	4 00
Dec 12	11 39	3 26
Dec 13	12 13	2 52
Dec 14	12 47	2 18
Dec 15	1 21	1 44
Dec 16	1 55	1 10

All productions of the ALEXANDRA CAFE CO. are under the strictest European supervision.

Mail Steamers

THE PENINSULAR AND ORIENTAL S. N. CO.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARK
SHANGHAI	DELTA	19th Dec.	Freight and Passage.
LONDON, via	HIMALAYA	21st Dec.	Freight and Passage.
USUAL PORTS OF CALL			
LONDON & ANT-	SICILIA	25th Dec.	Freight and Passage.
WERP, S'PORE, PENANG, C'CHO, PORT SAID AND	NOVARA	14th Dec.	Freight and Passage.
MANHATTAN			
SHANGHAI, MOI, KOBE & YOKOHAMA			

All the above steamers are fitted with wireless telegraphy.

For Freight, or Passage apply to H. W. D. SHALLARI, Acting Superintendent.

P. & O. S. N. Co.'s office, Hongkong, 2nd December, 1912.

NORDDEUTSCHER LLOYD. BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGERS, GIBRALTAR, SOUTHAMPTON, ANT-	PRINCESS ALICE	WED. DAY, 11th Dec., 10 a.m.
WERP AND HAMBURG		
SHANGHAI, TING-TAU, KOBE and YOKOHAMA	KLEIST	THURSDAY, 12th Dec.
MANILA, YAP, MAR-ONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	PRINZ WALDEMAR	SATURDAY, 28th Dec., at 9 a.m.
Kobe and YOKOHAMA	PRINZ WALDEMAR	TUESDAY, 10th Dec.

KUDAT & SANDAKAN... BORNEO Capt. F. Sembil About Middle of December.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD. MELCHERS & CO., GENERAL AGENTS, HONGKONG and CHINA.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days).

STEAMERS	CAPTAIN	LEAVES
HAICHING...	W. O. Passmore...	TUESDAY, 17th Dec., at Daylight.
HAITAN	J. B. Roach.....	FRIDAY, 20th Dec., at Daylight.
HAIVANG	A. E. Hodgins...	FRIDAY, 13th Dec., at Daylight.
FOR SWATOW AND RETURN. (Occupying 3 days).		
HAIMUN	J. W. Evans	SUNDAY, 15th Dec., at 10 A.M.

Steamers will arrive at, and depart from, the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,
General Managers.

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